JetMove 208-480

Digital Servo Amplifier

User Manual

Jetter

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This User Manual is an Integral Part of the JetMove 208-480:

Model:	
Serial no.:	
Year of construction:	
Order no.:	

CE

To be entered by the customer:

Inventory no.:	
Place of operation:	

Significance of this User Manual

This user manual is an integral part of the digital servo amplifier JetMove 208-480.
- Therefore it must be kept in a way that it is always at hand until the digital servo amplifier JetMove 208-480 will be disposed of.
- Pass this user manual on if the JetMove 208-480 is sold or loaned/leased out.

In any case you encounter difficulties to clearly understand this user manual, please contact the manufacturer.
We would appreciate any suggestions and contributions on your part and would ask you to contact us. This will help us to produce manuals that are more user-friendly and to address your wishes and requirements.

From the servo amplifier JetMove 208-480 module may result unavoidable residual risks to persons and property. For this reason, any person who has to deal with the transport, installation, operation, maintenance, and repair of the digital servo amplifier JetMove 208-480 must have been familiarised with it and must be aware of these dangers.
Therefore, this person must carefully read, understand and observe this manual, and especially the safety instructions.

Missing or inadequate knowledge of the manual results in the loss of any claim of liability on part of Jetter AG. Therefore, the operating company is recommended to have the instruction of the persons concerned confirmed in writing.

History

Edition	Meaning
1.00	Original issue
1.01	Modifications, see Appendix A of user manual rev. 1.01
2.00	Modifications, see Appendix A of user manual rev. 2.00
2.01	Style and orthography have been corrected

Description of Symbols

Danger

This sign is to indicate a possible impending danger of serious physical damage or death.

Attention

This sign is to indicate a possible impending danger of light physical damage.
This sign is also to warn you of material damage.

This sign indicates hazard of life due to electric shock caused by a high operating voltage.

This sign is to indicate hazard of serious physical damage or death due to accidentally touching dangerous parts of the device.

You have to wear goggles. Failure to comply may lead to bodily injuries.

This sign is to warn you of material damage due to applying hard blows or shocks to the motor flange and shaft.

Important

This sign is to indicate a possible impending situation which might bring damage to the product or to its surroundings.
It also identifies requirements necessary to ensure faultless operation.

You will be informed of various possible applications and will receive further useful suggestions.
It also gives you words of advice on how to efficiently use hardware and software in order to avoid unnecessary efforts.

Note

· / - Enumerations are marked by full stops, strokes or scores.

Operating instructions are marked by this arrow.

Automatically running processes or results to be achieved are marked by this arrow.

PC and user interface keys.

This symbol informs you of additional references (data sheets, literature, etc.) associated with the given subject, product, etc. It also helps you to find your way around this manual.

Table of Contents

1 Safety Instructions 11

1.1 General Information 11

1.1.1 Usage to the Intended Purpose 11
1.1.2 Non-Intended Use 11
1.1.3 Qualified Personnel 12
1.1.4 Modifications and Alterations to the Module 12
1.1.5 Servicing and Repairs 12
1.1.6 Disposal 13

1.2 Ensure Your Own Safety 13

1.2.1 Malfunctions 13
1.2.2 Information Signs and Labels 14
1.2.3 Earthing Procedure 14

1.3 Residual Dangers 16

1.3.1 Hazards During Operation 16
1.3.2 Hazards after POWER has been Turned OFF 18

1.4 Instructions on EMI 19

2 Installing the JetMove 208-480 23

2.1 Scope of Delivery 23

2.2 Mechanical Installation 24

2.3 Electrical Installation 26

2.4 Checking the Installation 27

2.5 Notes on Safety as Regards the Installation 27

2.6 Safety Instructions for Commissioning 28

3 Operating Conditions 29

4 Physical Dimensions 35

5 Technical Data 37

5.1 Electrical Specifications 37

5.2 Motor Protection 41

5.2.1 Built-In Thermal Sensor 41
5.2.2 I^2t Calculation 41
5.2.3 Motor Overload Protection to UL 43

6 Drive Controller Structure 45

7 Description of Connections 47

7.1 Connection of the Power Supply 47

7.2 Motor Connection 48

7.2.1 General Information 48
7.2.2 Assignment and Specifications 49
7.2.3 Motor Power Cable with Mating Connector SC 50
7.2.4 Motor Power Cable with Mating Connector SM 53
7.2.5 Connection Assignment of Terminal Box 56
7.3 Resolver Connection 57
7.3.1 Specifications 57
7.3.2 Resolver Cable with Mating Connector 57
7.4 HIPERFACE® Connection 59
7.4.1 Specifications 59
7.4.2 HIPERFACE® Cable with Mating Connector 59
7.5 Sin-Cos Encoder Connection 62
7.5.1 Adapter 62
7.5.2 Specifications 62
7.5.3 Connection Diagram 63
7.6 External Ballast Resistor and DC Link Connection 66
7.7 Digital Inputs, Logic Power Supply 72
7.8 Connection Details for Digital Outputs 74
7.9 Jetter System Bus 75
7.9.1 Specification of the Jetter System Bus Cable 75
8 Status Monitoring 77
9 Diagnostics 79
9.1 Fault Messages 79
9.2 Alarms 83
10 Connection Diagrams 85
11 Analog Input (Option) 89
11.1 Description 89
11.2 Technical Data 89
11.3 Description of Connections 90
12 Ethernet Interface (Option) 91
12.1 Description 91
12.2 Description of Connections 91
12.2.1 Connection between the JetMove 208-480...-OEM and a PC or JetControl92
12.2.2 Connection between the JetMove 208-480...-OEM and a PC or JetControl through a Switch92
12.3 Logic Circuit LEDs, Mode Selector 93

12.3.1 LEDs 93
12.3.2 The DIP Switches 94
12.4 Setting the IP Address 94
12.4.1 Default IP Address 94
12.4.2 IP Address Taken out of the Configuration Store 94
12.4.3 IP Address Taken out of the Switch Position 96
13 Safe Standstill (Option) 97
13.1 Introduction 97
13.2 Motion System JM-208-480-S1 98
13.3 Safety Instructions 99
13.4 Performance Test 99
13.5 Demands on the Safety System 100
13.5.1 Control Variants for "Safe Standstill" 101
13.5.2 Application 1 102
13.5.3 Application 2 102
13.5.4 Application 3 103
13.5.5 Application 4 104
13.6 Block Diagram of the JM-208-480 with the "Safe Standstill" Function105
14 Counting Input (Option) 107
14.1 Description 107
14.2 EnDat 2.2 107
14.2.1 Technical Data 107
14.2.2 Description of Connections 108
14.2.3 EnDat Cable with Mating Connector 108
14.2.4 Voltage Supply of the Encoder 110
14.3 Synchronous Serial Interface (SSI) 111
14.3.1 Technical Data 111
14.3.2 Description of Connections 111
14.3.3 SSI Cable 112
14.4 Incremental Encoder 113
14.4.1 Technical Data 113
14.4.2 Description of Connections 113
14.4.3 Incremental Encoder Cable 114
15 Ordering Information 115
15.1 List of Documentation 115
15.2 Options 115
Appendices

Appendix A: Recent Revisions 119
Appendix B: Glossary 120
Appendix C: List of Abbreviations 122
Appendix D: List of Illustrations 123
Appendix E: Index 124

1 Safety Instructions

1.1 General Information

The digital servo amplifier JetMove 208-480 fulfils the accepted safety regulations and standards. Special emphasis was given to the safety of the users.

The following additional regulations apply to the user:
- Pertinent accident prevention regulations;
- Accepted safety rules;
- EC guidelines and other country-specific regulations.

1.1.1 Usage to the Intended Purpose

Usage to the intended purpose includes operation in accordance with this user manual.

The digital servo amplifier JetMove 208-480 may only be operated in the closed control cabinet and within the range of the set values.
Do not apply a voltage to the digital servo amplifier JetMove 208-480 that is higher than the prescribed operating voltage.

Each of the three phases of the digital servo amplifier JetMove 208-480 has got an operating voltage ranging between AC 340 V and AC 530 V. Thus, the digital servo amplifier JetMove 208-480 comes under the EG Low Voltage Directive.

It is the explicit purpose of the digital servo controller JetMove 208-480 to torque-, speed- and/or position-control, and to drive brushless synchronous servo motors, asynchronous motors and three-phase stepper motors. The rated voltage of the motors must be higher than, or at least equal to, the DC link voltage supplied by the servo amplifier.

The digital servo amplifier JetMove 208-480 is used to drive machinery, such as conveyors, production machines, and handling machines.

1.1.2 Non-Intended Use

The digital servo amplifier JetMove 208-480 must not be used in technical systems which to a high degree have to be fail-save, e. g. ropeways and aeroplanes.

Please do not use the integrated braking circuit in applications, where safety hazards can occur.

The digital servo amplifier JetMove 208-480 is not a safety-relevant device according to the machinery directive 2006/42/EG. Therefore, using this servo amplifier for safety-relevant applications as regards safety of persons is neither adequate nor permitted.

1.1.3 Qualified Personnel

Depending on individual phases of the product life cycle, there are different demands on the personnel being involved. These demands have to be met, in order to grant safety in handling the JetMove 208-480 at each phase of the product life cycle.

Phase of the Product Life Cycle	Minimum Demands on the Personnel
Transport / Storage:	Only properly trained and instructed personnel with knowledge of correctly handling electrostatically sensitive components.
Mounting / Installation:	Trained personnel specified in electrical automotive engineering, such as industrial electronics engineers.
Commissioning / Programming:	Trained and instructed specialist personnel having got broad knowledge and experience in electrical engineering / motion systems, such as industrial electronics engineers of automation engineering.
Operation:	Only trained, instructed and authorized personnel with knowledge of correctly handling electrostatically sensitive devices.
Decommissioning:	Trained personnel specified in electrical automotive engineering, such as industrial electronics engineers.

1.1.4 Modifications and Alterations to the Module

Due to safety reasons, neither opening the digital servo amplifier JetMove 208-480, nor carrying out any modifications or alterations to the device and its functions is allowed.
Any modifications to the servo amplifier JetMove 208-480 not expressly authorised by the manufacturer will result in a loss of any liability claims to Jetter AG.

The original parts are specifically designed for the servo amplifier JetMove 208-480. Parts and equipment of other manufacturers are not tested on our part, and are, therefore, not released by us.
The installation of such parts may impair the safety and the proper functioning of the digital servo amplifier JetMove 208-480.

Any liability on the part of Jetter AG for any damages resulting from the use of non original parts and equipment is excluded.

1.1.5 Servicing and Repairs

Repairs at the digital servo amplifier JetMove 208-480 must not be carried out by the operator. The digital servo amplifier JetMove 208-480 does not contain any parts to be repaired by the operator.
For being repaired, the servo amplifier JetMove 208-480 must be sent to Jetter AG.

The digital servo amplifier JetMove 208-480 is maintenance-free. Therefore, absolutely no inspection or maintenance works are required for the operation of the module.

1.1.6 Disposal

In case of obvious damage or erratic behavior, the servo amplifier must not be used any more.

The environmental regulations for the respective country apply to disposing of the digital servo JetMove 208-480 amplifier on the operating company's premises.

You can disassemble the digital servo amplifier JetMove 208-480 into its main components by unscrewing it (aluminium heat sink and side plate, steel casing cover, electronic boards).

1.2 Ensure Your Own Safety

Danger

- Isolate the digital servo amplifier JetMove 208-480 from the mains, if maintenance works have to be carried out. By doing so, you will prevent accidents resulting from electric voltage and moving parts.
  Please follow the information given in chapter 1.3 "Residual Dangers", page 16.
- Safety and protective devices, e.g. the barrier and cover of the terminal box must never be shunted or by-passed.
- Dismantled protective equipment, such as the fuses and the thermal motor circuit-breakers, must be reattached prior to commissioning and checked for proper functioning.
- Before commissioning, the machine manufacturer must carry out a danger analysis of the respective machine and take adequate measures so that inadvertent motions will not lead to personal injury and to material damage.

1.2.1 Malfunctions

- **In the case of malfunctions or other faults, please immediately separate the digital servo amplifier JetMove 208-480 from the mains.**
  Please follow the information given in chapter 1.3 "Residual Dangers", page 16.
- Malfunctions or other damages are to be reported to a responsible person at once.

Secure the digital servo amplifier JetMove 208-480 against misuse or accidental use.

1.2.2 Information Signs and Labels

Markings, information signs, and labels always have to be observed and kept readable.

Damaged or unreadable information signs and labels have to be replaced.

1.2.3 Earthing Procedure

Screw the enclosure of the digital servo amplifier JetMove 208-480 onto a highly conducting, earthed panel.

Do only use the digital servo amplifier JetMove 208-480 at the three-phase, earthed industrial network (TN network, TT network with earthed neutral, 5,000 A max, symmetric rated current at 400 / 480 V + 10 %). The digital servo amplifier must not be operated when connected to unearthed networks and to unsymmetrically earthed networks.

The digital servo amplifier JetMove 208-480 has got a leakage current greater than 3.5 mA. In order to avoid electric shocks, a second protective earth conductor will be required.
For this, the following measures must be taken:

- The protective earth bus must be connected to the PE (GND) bolt (1) located at the top side of the rack as well as to the PE (GND) terminal X1 (2) (please refer to fig. 1).
  The diameter of the two earthing conductors must be equal to, or greater than, the diameter of the supply lines (1.5 mm^2 / AWG 16 min.).
- A durable connection with the power supply of the digital servo amplifier JetMove 208-480 must be provided.
- Correct cabling of the PE (GND) bus according to the connection diagram (cf. chapter 10 "Connection Diagrams", page 85) must be carried out.

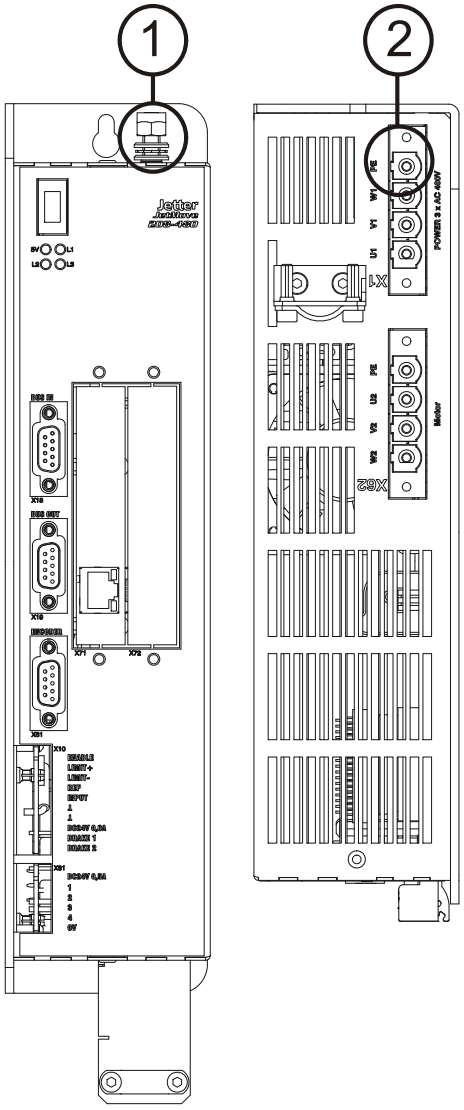


Fig. 1: Double earthing

Important!

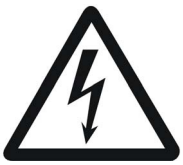
Do not install an earth-leakage current breaker in the mains power supply.

Do not install an earth-leakage current breaker in the supply line.
If, in spite of this, an earth-leakage current breaker is installed, it will switch off the digital servo amplifier JetMove 208-480, although there is no fault.
When an earth-leakage current breaker needs to be installed in the JetMove 208-480, an isolating transformer must be used.

1.3 Residual Dangers

1.3.1 Hazards During Operation

HAZARD caused by high operating voltage!



Warning

Extremely hazardous voltages of up to 850 V may occur!

These voltages lead to muscle cramps, burns, unconsciousness, respiratory standstill, and death.

- During operation, all coverings and control cabinet doors must be kept closed.
- Do not open the device.
- Do by no means disconnect the electric connections of the digital servo amplifier JetMove 208-480 when it is live.
- **Do not touch the terminals X1, X62, and X63 while the servo amplifier is running.**
  In the given context, the terminals have the following meaning:

  X1: AC 400/480 V voltage supply

  X62: DC motor voltage up to 850 V

  X63: DC link voltage up to 850 V

Warning

CAUTION! Hot Surfaces!

Warning

During operation, the surfaces, respectively the heat sinks of the digital servo amplifier JetMove 208-480 can heat up. The internal heat sink can reach temperatures of up to 85 °C.

- **Do by no means touch the enclosure of the digital servo amplifier JetMove 208-480 near the internal heat sink during operation and during the cooling-off period after switching off the device.**
- Ensure that no temperature sensitive parts are attached to the digital servo amplifier JetMove 208-480

DANGER in a potentially explosive atmosphere!

Warning

➢ **Do not operate the digital servo amplifier JetMove 208-480 in a potentially explosive atmosphere.**

DANGER of injuries caused by mechanic force!

Caution

The digital servo amplifier JetMove 208-480 runs a servo motor. This servo motor moves mechanic parts or sharp edges. Therefore, failure or malfunctioning of the digital servo amplifier JetMove 208-480 can be dangerous for man or damage the manufacturing plant to an amount depending on the respective kind of plant. This should be prevented by installing additional safety devices.

- One safety precaution is to install a second set of limit switches to interrupt the power supply of the motor.
- Another safety precaution would be installing a guard.

➢ Make sure that hazards to persons are precluded even when the drive is moving unintentionally.

➢ Do not remove any guards.

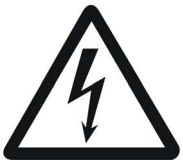
Warning

➢ **Do not wear gloves,** lest they should get caught in the rotating shaft.

➢ **Never touch a rotating drive shaft.**

1.3.2 Hazards after POWER has been Turned OFF

DANGER resulting from electric shock!



Warning

Up to 7 minutes after switching off the operating voltages, capacitors still carry hazardous residual voltages.

- As a precaution, measure the voltage in the DC link circuit (amplifier terminal) and wait until it has fallen below DC 40 V.
- **Always** wait at least 7 minutes after switching off the device, before separating it from the mains or loosening the connections.
- **Always** wait at least 10 minutes after switching off the device before taking the following actions:
  – Touching the screws of the terminals X1, X62 and X63;
  – Disconnecting the terminals and touching the contacts.

1.4 Instructions on EMI

The digital servo amplifier JetMove 208-480 is intended for use in industrial surroundings. This module can cause radio interferences in residential areas. This module is operated at the operator's own risk.

The noise immunity of a system depends on the weakest component of the system. For this reason, correct wiring and shielding of cables is of paramount importance.

Important!

Measures for increasing immunity to interference:

- Earth the device adequately according to chapter 1.2.3 "Earthing Procedure", page 14.
- Connect all grounding terminals of the JetMove 208-480. A double grounding terminal is required!
  – Connect the protective earth terminal located on the enclosure.
  – Connect the protective earth to terminal X1.
  Please refer to fig. 1 on page 15.
- The distance between the optional line filters and the digital servo amplifier JetMove 208-480 must be as short as possible.
- When of a motor cable with included brake lines is used, these brake lines must be shielded separately .
- Follow the instructions given in Application Note 016 "EMC-Compatible Installation of the Electric Cabinet" published by Jetter AG.

The following instructions are excerpts from Application Note 016:

- On principle, **physical separation** should be maintained between signal and power lines. We recommend spacings greater than 20 cm. Cables and lines should cross each other at an angle of 90°.
- Shielded cables **must** be used for the following lines:
  Analog lines, data lines, motor cables coming from inverter drives (servo output stage, frequency converter), lines between components and interference suppressor filter, if the suppressor filter has not been placed at the component directly.
- Shield cables **at both ends**.
- Unshielded wire ends of shielded cables should be as short as possible.

- The **entire** shield must be drawn behind the isolation, its greatest possible service area being clamped under a flat grounded strain relief.

When male connectors are used:

- The shield **must,** in its entire perimeter, be drawn behind the shielding clamp of the metallised connector housing, respectively of the EMC gland bushing, its greatest possible surface area being clamped under a strain relief.

- Only use metallised connectors, e.g. SUB-D with metallised housing. Make sure that the strain relief is directly connected with the housing here as well (see fig. 2).

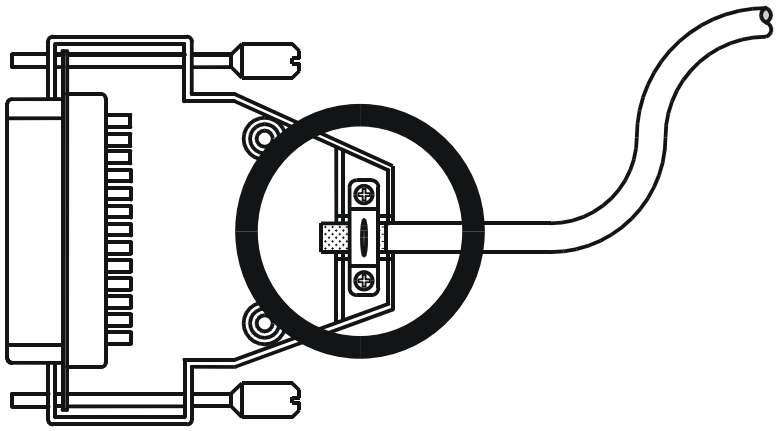


Fig. 2: Shielding of SUB-D connectors in conformity with the EMC standards

If the shield cannot be attached to the connector directly, for example, with a screw type terminal:

Shield and cable strap have to be connected with low impedance and at their greatest possible surface area to earthed surfaces. Earthing must be done in a way that keeps the unshielded part of the signal lines as short as possible.

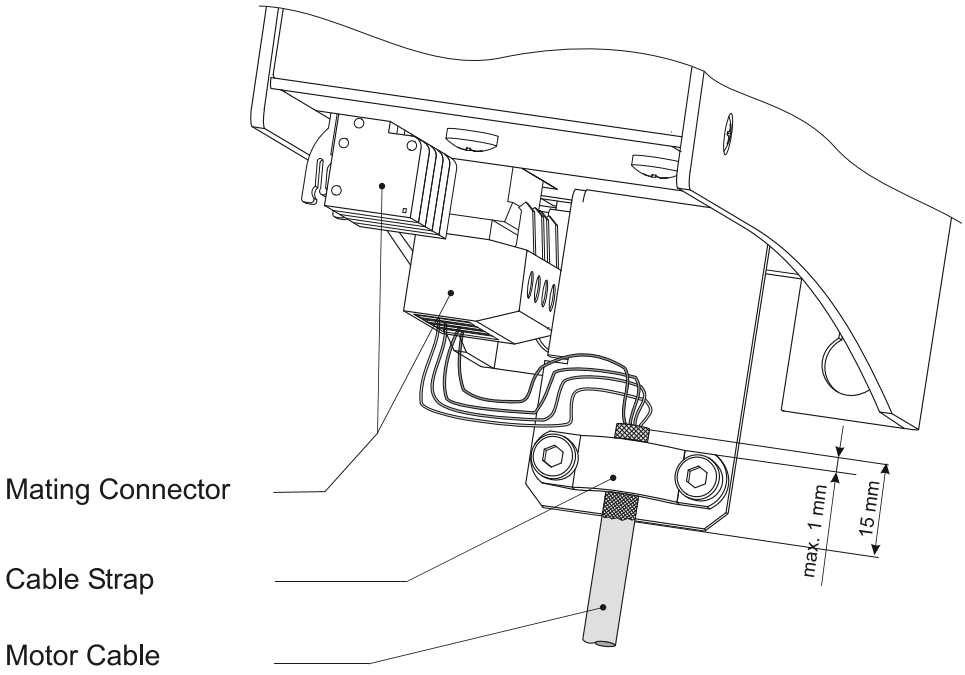


Fig. 3: EMC-compatible connection of motor cables

2 Installing the JetMove 208-480

2.1 Scope of Delivery

- Digital servo amplifier JetMove 208-480
- Mating connector plugged on
- Cable strap serving as strain relief and motor cable shield
- User manual

Installation Accessories (not included in the scope of delivery)

(Please obtain an individual offer from the Jetter headquarters, the Jetter subsidiaries or the distributors.)

System bus cable of cable assy no. 530 x.x m; length: 0.2 m to 5.0 m. For details see chapter 7.9 "Jetter System Bus", page 75.

- Motor cable; refer to chapter 7.2 "Motor Connection", page 48.
- Synchronous servo motors, e.g. the Jetter JL, JK or JH series
- HIPERFACE cable; please refer to chapter 7.4 "HIPERFACE® Connection", page 59
- Resolver cable; refer to chapter 7.3 "Resolver Connection", page 57
- Motor circuit-breaker; refer to chapter 5 "Technical Data", page 37
- Circuit-breaker, see chapter 5 "Technical Data", page 37
- Thermostatic motor circuit-breaker; refer to chapter 7 "Description of Connections", page 47
- Mounting screws, 2 pcs.; refer to fig. 4, page 25

Note:

If you are not sure which mounting accessories you require, please contact Jetter AG.

2.2 Mechanical Installation

- Prior to installing the digital servo amplifier, check it for possible transport damages.
- Please check the shipment for completeness.
- To ensure proper functioning of the JetMove 208-480 check whether the mounting plate in the electric cabinet is unpainted.
- The only possible mounting position is vertical - see “Rear and front view of the JetMove 208-480 enclosure with mounting holes" on page 25.
- Please make sure there is a clearance of at least 100 mm under and above the JetMove 208-480 - unobstructed ventilation must be ensured.
- Please mark on the panel two positions for the fastening screw threads of the JetMove 208-480 (see fig. 4, page 25).
- Drill the holes and cut the respective threads into the panel.
- Screw the corresponding fitting bolts into the thread by approximately half of their length.
- By means of the oblong holes in the rear plate, hang up the JetMove 208-480 by the fitting bolts; then screw them tightly.

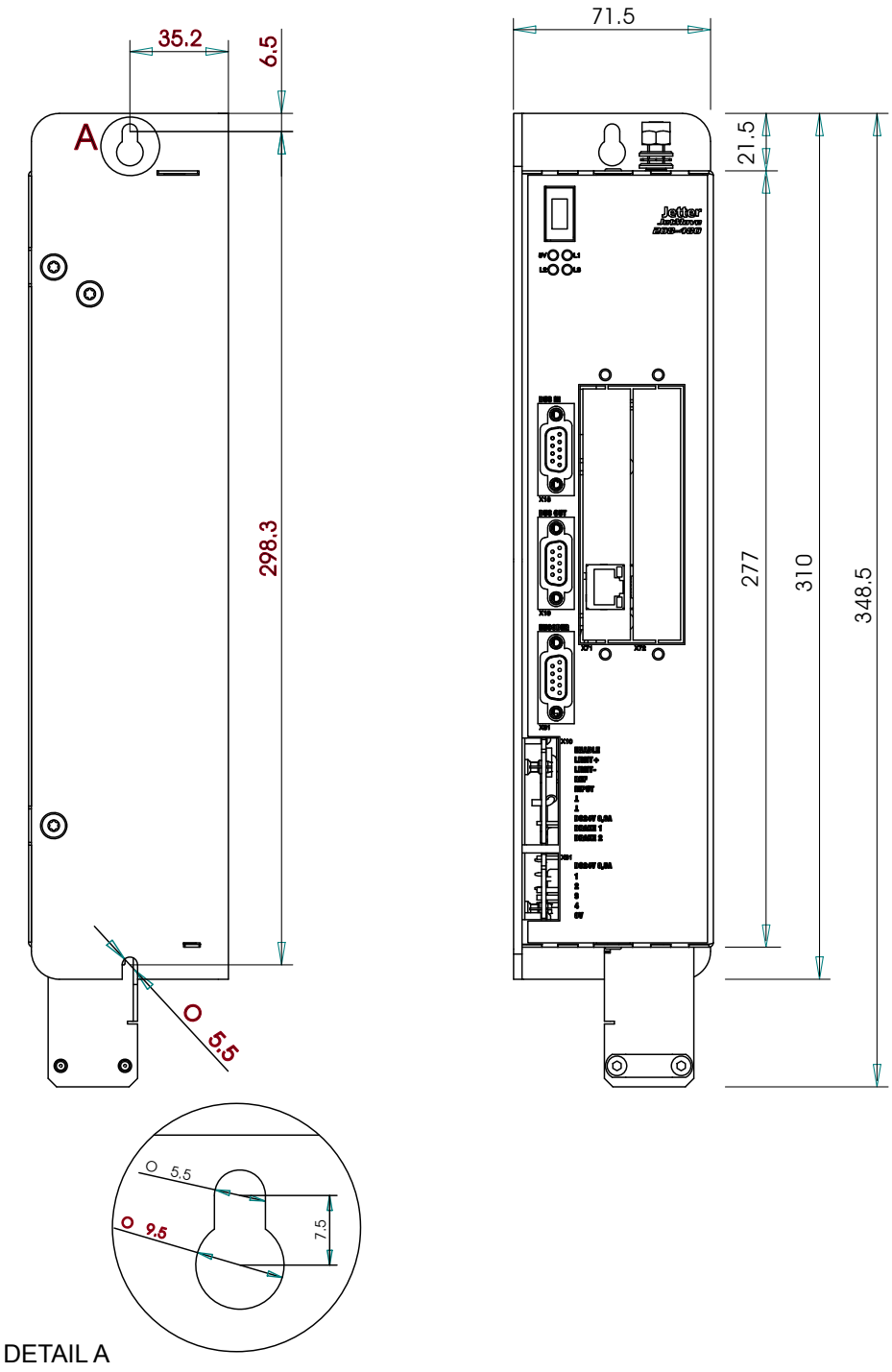


Fig. 4: Rear and front view of the JetMove 208-480 enclosure with mounting holes

2.3 Electrical Installation

- Check for correct motor and servo amplifier assignment.

- Compare rated voltage and continuous rated current of servo amplifier and motor.
  The motor must be isolated against voltages of DC 850 V min.; also refer to “Compatible Synchronous Servo Motors" on page 41.

- Connect the JetMove 208-480 according to the connection wiring diagram shown in chapter 10 "Connection Diagrams", page 85.
  Especially check the power lines for appropriate protection, see “Overload protection" on page 37.
  Protecting the motor cables is not advisable.

- Select the cables according to standards.

- Check whether all ground cables are connected (double earthing), see chapter 1.2.3 "Earthing Procedure", page 14.

- To connect resolvers or power units you can use prefabricated cables available from Jetter or opt for self-made cables. For details, see chapter 7 "Description of Connections", page 47.

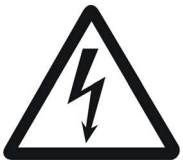
- To ensure that installation is carried out in conformance with EMC regulations, the following items have to be observed especially:
  – If possible, run control cables and power cables separately;
  – Connect the encoder (resolver or HIPERFACE encoder);
  – Use shielded terminals or EMC-compatible connectors;
  – Connect holding brake, if available, and connect shields on both sides of the cables;
  – Connect the motor leads according to fig. 3, page 21,

  Please further note chapter 1.4 "Instructions on EMI", page 19.

2.4 Checking the Installation

- Check motor and servo amplifier wiring and connections by means of the connection diagrams.
- Check the holding brake, if existing, for proper functioning.
- Check to see whether all necessary protection measures against accidental contact with live or moving parts have been taken.
- Carry out any other checks specific to, or required for, your system.

2.5 Notes on Safety as Regards the Installation



Danger

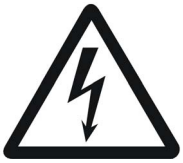
HAZARD caused by high operating voltage and electric shock!

Extremely hazardous voltages of up to 850 V may occur!

Please observe the following precautions in order to avoid muscle cramps, burns, unconsciousness, respiratory standstill, etc., and death:

- Have installation and maintenance jobs carried out by qualified personnel only, see chapter 1.1.3 "Qualified Personnel", page 12.
- Switch off the operating voltage.
- Please take into account the information on residual dangers given in chapter 1.3.2 "Hazards after POWER has been Turned OFF", page 18.
- Before carrying out installation and maintenance jobs, separate the servo amplifier JetMove 208-480 and all connected devices from the mains (pull out the mains plug).

2.6 Safety Instructions for Commissioning



Danger

HAZARD caused by high operating voltage and electric shock!

Extremely hazardous voltages of up to 850 V may occur!

Please observe the following precautions in order to avoid muscle cramps, burns, unconsciousness, respiratory standstill, etc., and death:

- Have commissioning jobs carried out by qualified personnel only, see chapter 1.1.3 "Qualified Personnel", page 12.

Prior to commissioning, please do the following:

- Reattach dismantled protective equipment and check it for proper functioning.
  By doing so, you will prevent accidents resulting from moving parts.
- Secure the servo amplifier JetMove 208-480 against accidental contact with conductive parts and components.
- Only connect devices or electrical components to the signal lines of the digital servo amplifier JetMove 208-480 (Enable, Limit+/-, REF, BRAKE 1 and BRAKE 2) that have been sufficiently isolated against the connected electric circuits. These signal lines may only be connected with units that have got the ground potential of the DC 24 V power supply.
- The digital servo amplifier JetMove 208-480 has got a leakage current greater than 3.5 mA. In order to avoid electric shocks, a second protective earth conductor will be required.
  For this, the measures listed in chapter 1.2.3 "Earthing Procedure", page 14 must be taken.
- Each commissioning, even a short functional test, must always be carried out with a PE (GND) bus correctly connected.

3 Operating Conditions

Operating Parameters		
Ambient Conditions		**Reference**
Transport conditions (units within packing)	Temperature: -25 °C ... 70 °C Air humidity: 5 % ... 95 % non-condensing	DIN EN 50178
Storage conditions (units within packing)	Temperature: -25 °C ... 55 °C change, 20 K/h max. Air humidity: 5 % ... 95 % non-condensing Max. storage time: 1 Year	DIN EN 50178
Ambient temperature	0 ... 45 °C (45 °C ... 55 °C with derating of 2.5 % / K) please be careful of sufficient cooling	DIN EN 50178
Air humidity	5 % - 85 % non-condensing	DIN EN 50178
Pollution degree	2	DIN EN 50178
Corrosion immunity / Chemical resistance	No special protection against corrosion. Ambient air must be free from higher concentrations of acids, alcaline solutions, salts, metal vapours, or other corrosive or electroconductive contaminants.	DIN EN 50178
Operating altitude	Up to 1,000 m above sea level. 1,000 to 2,500 m above sea level with derating of 1.5 % per 100 m	DIN EN 50178

Operating Parameters		
Mechanical Conditions		**Reference**
Free falls withstanding test	Within original packing, the device withstands dropping over all of its edges	DIN EN 50178 DIN EN 60068-2-31
Vibration resistance	• 10 Hz ... 57 Hz: with an amplitude of 0.075 mm • 57 Hz ... 150 Hz: 1.0 g constant acceleration • 1 octave per minute, 10 frequency sweeps (sinusoidal), all three spatial axes	DIN EN 50178 DIN EN 60068-2-6
Degree of protection	IP20	DIN EN 60529
Mounting position	Vertical (refer to fig. 4 page 25) For sufficient air flow there must be a clearance of 100 mm above and below the device	
Electrical Safety Conditions		**Reference**
Class of protection	I	DIN EN 50178
Dielectric strength Isolation	Power to Earth and Power to Logic 2.65 kV, 2 s Power to Earth and Power to Logic > 1 MOhm at 500 V	DIN EN 61800-5-1 DIN EN 60146-1-1 DIN EN 60204
Protective connection	12 V, 25 A, 0.1 Ohm	DIN EN 60204
Overvoltage category	III	DIN EN 50178 DIN VDE 0110-1

Important!

Measures to avoid damages in transit and storage:

➢ The packing material and the storage place are to be chosen in a way that the values given in the above table “Operating Parameters” on page 29 are met.

EMC		
Emitted Interference		
Parameter(s)	**Value**	**Reference**
Enclosure	• Frequency band 30 ... 230 MHz, limit 30 dB (µV/m) at 30 m • Frequency band 230 ... 1,000 MHz, limit 37 dB (µV/m) at 30 m (class B)	DIN EN 61800-3
Mains alternating current	• Frequency band 0.15 ... 0.5 MHz, limit 79 dB (µV) • Frequency band 0.5 ... 30 MHz, limit 73 dB (µV)	DIN EN 61800-3

Important!

➢ This is a product of restricted availability according to IEC/EN 61800-3. This module can cause radio interferences in residential areas; in this case, the user must take adequate measures to prevent this.

Additional line filters can be helpful here, see “Line filter” on page 38.

EMC		
Interference Immunity: Enclosure		
Parameter(s)	**Value**	**Reference**
RF field, amplitude-modulated	Frequency band 80 ... 1,000 MHz; test field strength 10 V/m AM 80 % at 1 kHz Criterion A	DIN EN 61000-4-3 DIN EN 61800-3
ESD	Contact discharge: Test peak voltage 6 kV Criterion B	DIN EN 61800-3 DIN EN 61000-4-2
Interference Immunity: Power Lines and Power Interfaces		
Parameter(s)	**Value**	**Reference**
Conducted radio disturbances	Frequency 0.15 ... 80 MHz Test voltage 10 V AM 80 % at 1 kHz Criterion A	DIN EN 61800-3 DIN EN 61000-4-6
Burst (fast transients)	Test voltage 2 kV tr/tn 5/50 ns Repetition frequency 5 kHz Criterion B	DIN EN 61800-3 DIN EN 61000-4-4
Impulse voltages	tr/th 1.2/50 µs, 8/20 µs 1 kV (phase to phase) 2 kV (phase to ground) Criterion B	DIN EN 61800-3 DIN EN 61000-4-5
Interference Immunity: Process, Measuring and Control Lines		
Parameter(s)	**Value**	**Reference**
Conducted radio disturbances	Frequency 0.15 ... 80 MHz Test voltage 10 V AM 80 % at 1 kHz Criterion A	DIN EN 61800-3 DIN EN 61000-4-6
Burst (fast transients)	Test voltage 2 kV tr/tn 5/50 ns Repetition frequency 5 kHz Criterion B	DIN EN 61800-3 DIN EN 61000-4-4
Interference Immunity: Signal Lines		
Parameter(s)	**Value**	**Reference**
Conducted radio disturbances	Frequency 0.15 ... 80 MHz Test voltage 10 V AM 80 % at 1 kHz Criterion A	DIN EN 61800-3 DIN EN 61000-4-6

EMC		
Burst (fast transients)	Test voltage 1 kV tr/tn 5/50 ns Repetition frequency 5 kHz Criterion B	DIN EN 61800-3 DIN EN 61000-4-4

4 Physical Dimensions

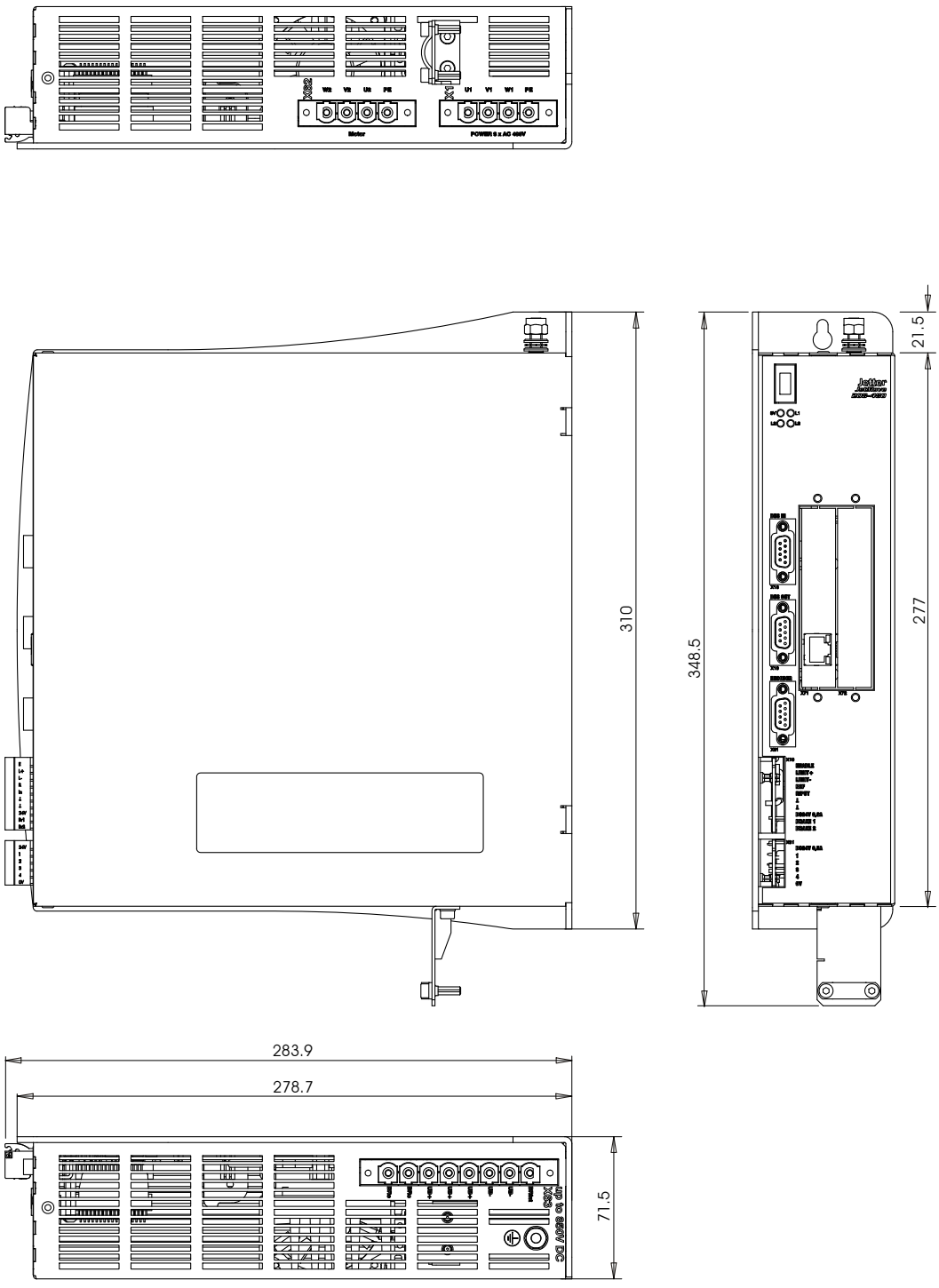


Fig. 5: Physical dimensions of the JetMove 208-480 (in mm)

5 Technical Data

5.1 Electrical Specifications

Electrical Specifications	
Rated voltage supply	• 3-phase direct supply V_{rms} = 3x400/480 V Voltage asymmetry 2 % max. (voltage dips 10 ms max. at continuous output) • 48 ... 62 Hz (frequency change 2 % / s max.)
Power supply tolerance	U_{eff} = 340 V ... 528 V (-15 % ... +10 %)
Inrush current limitation	<10 A limited to < 500 ms during the switch-on-sequence
Overload protection	For each phase an external overload protection is required, for example – Circuit-breaker 16 A C – Fusable cut-out 16 A M (medium time lag) – Motor circuit breaker 16 A For **systems with UL approval** use overload protection devices that are UL listed (acc. to UL 508)(NKJH) self protected combination motor controller (Specification: 480V, 16 A). The JetMove 208-480 is suitable for use on a circuit capable of delivering not more than 50,000 rms symmetrical Ampere, 600 Volt maximum.
Supply cable Cable size Material Temperature class	 4 * 1.5 mm^2 (AWG 16) Copper > 60 °C
Maximum output voltage of the motor	850 V
Motor output current at an ambient temperature of 45 °C	Nominal current: I_{rms} = 8 A Peak current for a max. period of 5 minutes: I_{rms} = 16 A (The duration depends on the temperature of the heat sink) See “Note 1!” on page 40.
Continuous output	4.5 kW (6.1 hp)

Electrical Specifications	
Short-circuit protection, motor side	Designed for: • Phase to phase • Phase to earth
Motor overload protection	Refer to “Motor Protection" on page 41
Motor cable Cable size Material Capacitance Temperature class Max. length of motor cable	 4 * 1.5 mm^2 (AWG 16) Copper < 150 pF/m > 60 °C 50 m max. (for greater length please contact Jetter AG)
Line filter	Line filter ensuring EMC in a residential environment to DIN EN 61800-3. The following filters can be applied with input circuits: – FMAC 932-1610 with I_r = 16 A – FMAC 932-2510 with I_r = 25 A – FMAC 934-3610 with I_r = 36 A See “Note 2!” on page 40.
Voltage supply of processor logics (demands on power supply module)	• DC 24 V (20 ... 30 V) • ≤ 0.6 A • The voltage output of the power supply unit must comply with the SELV or PELV type.
Inrush current limitation of the processor logics	• The JM-208-480 is equipped with a 220 µF capacitor for buffering. The inrush current is not limited.
Internal ballast resistor	• Resistor: approx. 88 Ω .(PTC) • Continuous output: 140 Watt Peak output: 3 kW for 0.6 s • Overload protection internal (warning and error)
External ballast resistor	In order to achieve greater brake power, an external ballast resistor can be installed. For this, see “Connection of External Ballast Resistor and DC Link Circuit of Another JM-208-480" on page 66.
Residual voltage	To avoid hazard of electrical shock wait at least 7 minutes after switching-off the digital servo amplifier before attempting to pull out the plug or remove this unit (see page 18).

Electrical Specifications	
Leakage current	> 3.5 mA **See “Danger” on page 40.**
Digital inputs – Enable (E); – Reference switch (R); – Limit switch RH (L+); – Limit switch LH (L-); – Input (Inp)	DC 20 V ... 30 V related to the ground potential of voltage supply of processor logics, with an input current of 7.5 mA max. each. See “Digital Inputs, Logic Power Supply” on page 72.
Braking relay	V_{max} = DC 30 V I_{max} = DC 2 A Contact: Type NO connected to BR1 and BR2 on X10 The lines may only be connected to devices that are related to the same potential as the power supply of the controller logic. Can be switched by the control program of PLC or by operating system of JetMove 208-480 together with software enable.
Digital Outputs Number of outputs Type of outputs Rated voltage Voltage range Load current Electrical isolation Protective circuit Protection against inductive loads Signal voltage ON	 4 Transistor pnp type 24 V 20 ... 30 V related to the ground potential of voltage supply of processor logics max. 0.5 A / output None Short-circuit, overload, overvoltage, overtemperature protection Yes Type V_{supply} - 1.5 V
Power dissipation P_v	Output stage: 125 W max. Logic circuit: 20 W max.

Note 1!

Active Cooling:

- The fan is activated at 60 °C and deactivated at 40 °C.
- The temperature limit for overtemperature protection is set dynamically, depending on the overload limit.

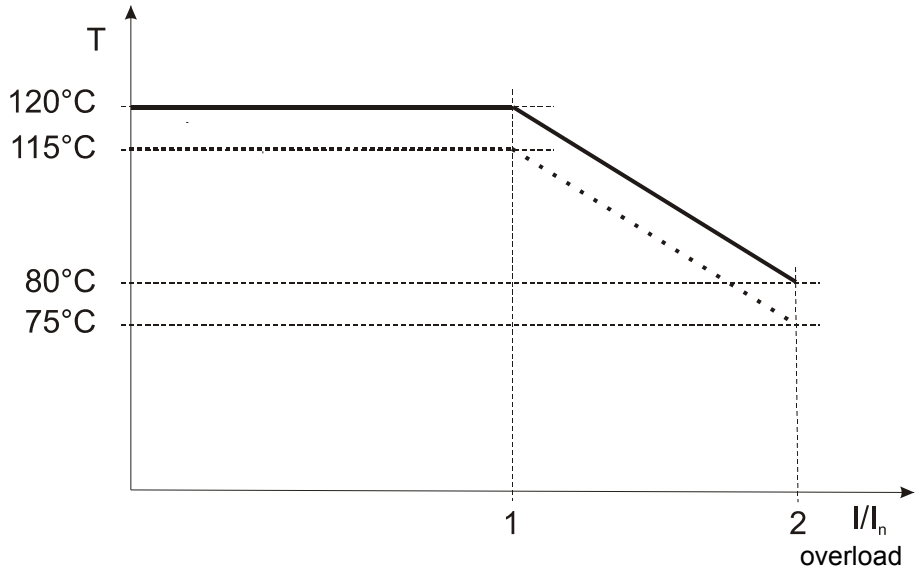


Fig. 6: Maximum heat sink temperature depending on the motor current

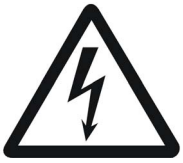
Shutdown threshold for heat sink temperature monitoring
Alarm threshold for heat sink temperature monitoring

- The duration of operation by maximum motor current is evaluated by a starting temperature of 45 °C.

Note 2!

A line filter can supply several digital servo amplifiers, as long as I_f (line filter current) is greater than the total current required by all connected servo amplifiers.

DANGER resulting from electric shock!



Danger

In order to prevent electric shocks, ground the digital servo amplifier JetMove 208-480 **by all means** via two positions; for this, refer to chapter 1.2.3 "Earthing Procedure", page 14.

Compatible Synchronous Servo Motors	
Motor types	Jetter motor types JH, JK, and JL Please refer to "Jetter Motor Catalog" or contact the sales department of Jetter AG.

Note:

In case you intend to use motors other than the types mentioned above, please contact Jetter AG.

5.2 Motor Protection

There are three ways of motor protection.

5.2.1 Built-In Thermal Sensor

JetMove 208-480 is able to run with three different thermal sensors:

Sensor type	Type of sensor signal evaluation
KTY83-110	The temperature is measured in °C. The warning level is adjustable. Error detection at max. temperature of motor
PTC	Go-no-go decision Error detection at max. temperature of the motor
Temperature switch	Go-no-go decision Error detection at max. temperature of the motor

5.2.2 I²t Calculation

The digital servo amplifierJetMove 208-480 calculates the model of motor power dissipation by an I²t calculation. The calculated value is a measure of the average power dissipation of the motor. It is calculated in percent of the maximum motor power dissipation.

For this calculation it is important that the following parameters are programmed correctly:
– continuous rated current (which is the minimum of the continuous rated motor current and servo amplifier current)
– overload factor
– and time constant of the motor

The I²t calculation must be activated by JetSym or by the PLC program.
It is possible to parameterize the warning level.
The error level (error 30) is set to 100 %.

The I²t value is readable in a register of JetMove 208-480 through JetSym or the PLC.

The digital servo amplifier JetMove 208-480 calculates the percentage of motor power loss according to the following formula:

$$x(t) = 100\% \times \left(\frac{\text{average motor current}}{\text{rated current}}\right)^2 \times \left(1 - e^{-\frac{t}{T}}\right)$$

x(t) = displayed value of motor power loss in %
t = Time since start of motor running it with the average current (in seconds)
T = Motor time constant (in seconds)
The formula shows that the 100 % value will never be reached as long as the average motor current is lower than the nominal current of the motor.
Further, calculating always starts by 0 (at t = 0, the result of the equation is 0). After some time that is by far longer than the motor time constant, the result does virtually not change any more.
The time till error stop (x = 100 %) is a result of the following formula:

$$t = -T \times \ln\left[1 - \left(\frac{\text{rated current}}{\text{average motor current}}\right)^2\right]$$

After reset, the values of the important parameters are:

Continuous rated current:	8 A
Overload factor:	2
Motor time constant:	1800 s (30 min.)

With these parameters the 100 % error level will be reached if, for example the motor is run by a current of 16 A for about 8 minutes and 30 seconds.

Important

Because of the fact that after reset the I²t calculation always starts with zero, the motor overload calculation is wrong if the motor is already hot when the digital servo amplifier JetMove 208-480 is switched on (i. e. at the time of parameters of I²t calculation are written after switching on 24 V logic power supply).

5.2.3 Motor Overload Protection to UL

The UL standard prescribes a motor overload detection for a servo amplifier that meets the following points:

The "trip current" is defined to be 1.15 times the user-set continuous rated current.

- If the average motor current corresponds to the trip current, the overload protection has to switch off the motor after a limited time
- If the average motor current is 2 times higher than the trip current the overload protection has to switch off the motor after at least 8 minutes.
- If the average motor current is 6 times higher than the trip current, the overload protection has to switch off the motor after at least 20 seconds.

This protection (error message 31 will occur) can be parameterized only through the nominal current value.
The motor overload protection is always active and cannot be deactivated.

Important

Because of the fact that after reset the motor overload calculation always starts with zero, the result is wrong if the motor is already hot when the digital servo amplifier JetMove 208-480 is switched on (i. e. at the time of connecting the 24 V logic power supply).

6 Drive Controller Structure

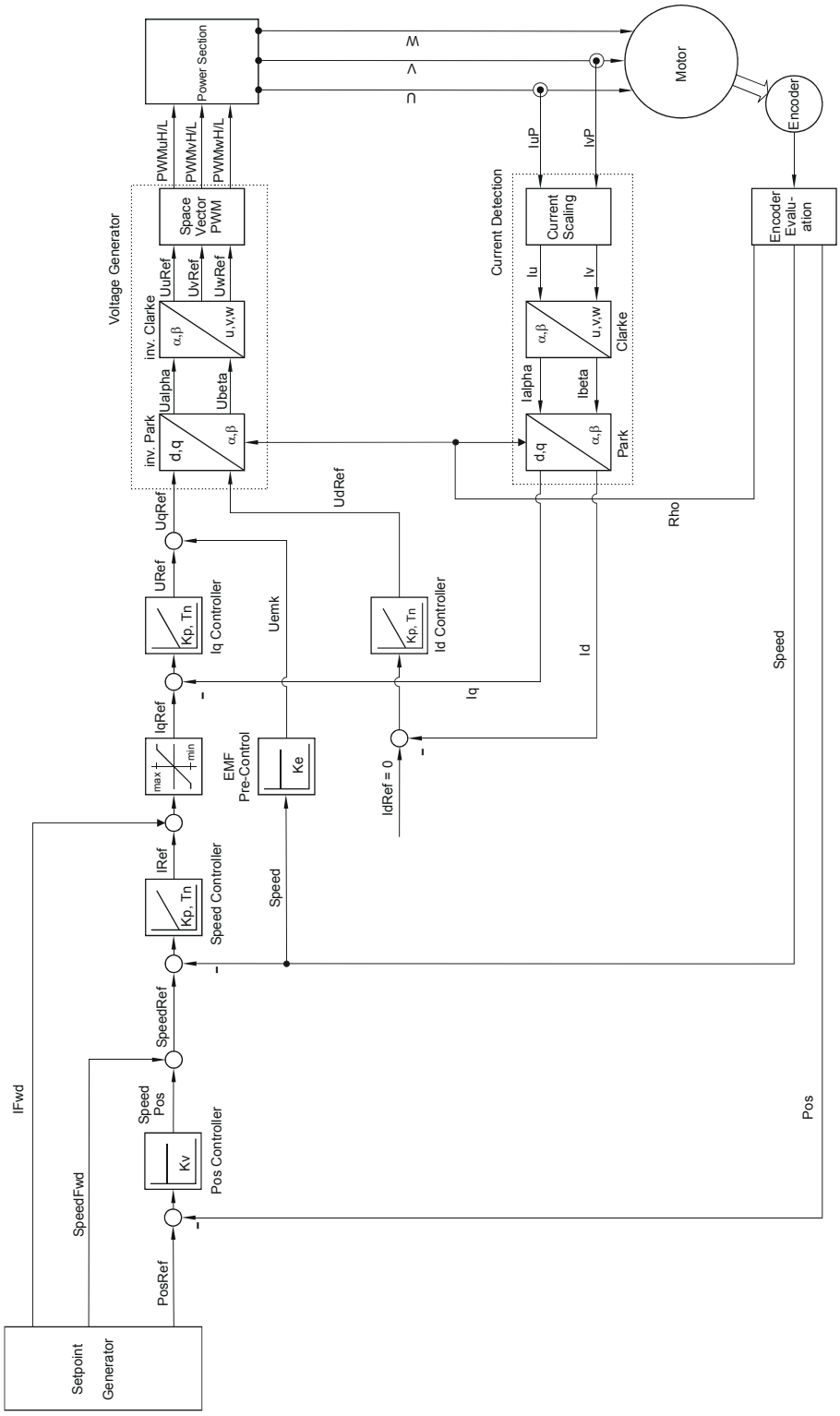


Fig. 7: Block diagram of drive controller structure

Drive Controller Specification

All drive controllers can be parameterized through the control program.

Description	Meaning
Motor control (commutation)	Space vector modulation
PWM frequency	8 kHz
Current controller – Cycle time	 62.5 µs
Speed controller – Cycle time – Current pre-control	 125 µs adjustable
Position feedback controller – Cycle time – Speed pre-control	 250 µs adjustable
Position setpoint generator – Sine-square and linear acceleration/deceleration ramps – Setpoint output cycle (position feedback controller interpolation)	 can be parameterized individually 2 ms
Position sensing **Resolver:** – Resolution – Sampling interval **Sine-cosine sensor** (multi- and single-turn): – Interface – Resolution of absolute position – Resolution of velocity pickup – Sampling interval	 12 bits per revolution 62.5 µs HIPERFACE® 15 bits per revolution 20 bits per revolution 62.5 µs

7 Description of Connections

7.1 Connection of the Power Supply

Specification of Terminal X1

- 4-pin plug; screw connection (Type: Phoenix PC 6/4-ST-10.16)
- Allowed conductor size: max. 0.5 ... 6 mm^2 (AWG 20 ... 7)
- Torque: 1.2 ... 1.5 Nm (10.6 ... 13.3 lbf-inch)
- Ambient temperature: 45 °C max.
- Field wiring

Connecting Cable Specifications

- Cable size: min. 4 * 1.5 mm² (AWG 16)
- Material: Copper
- Temperature class: 60 °C

Shielding

- Not required.

Power Supply		
Amplifier Terminals X1	**Power Lines**	**Specifications**
U1	L1	• AC 400 ... 480 V between the power lines
V1	L2	
W1	L3	
PE (GND)	PE / GND conductor	

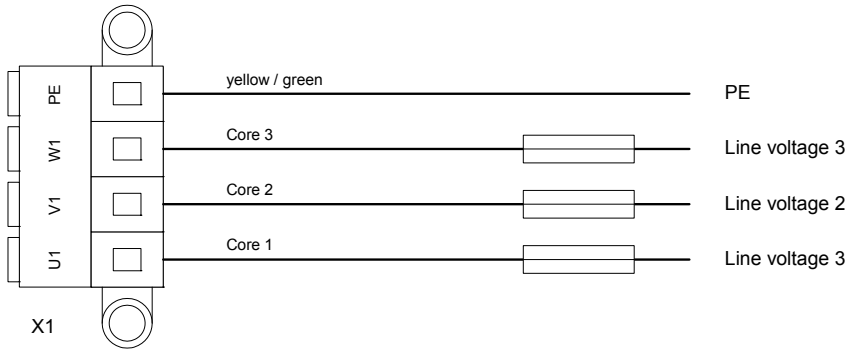


Fig. 8: Connection of the power supply

7.2 Motor Connection

7.2.1 General Information

Important!

Measures to avoid malfunctions of controller and motor:

- Always connect brake lines to a separate power supply unit DC 24 V, if brake and motor lines are run together in one bunch of cables, and are not separately shielded.

Important!

Measures to avoid oscillation and blocking of the motor:

- Avoid mixing-up of phase conductors, resp. be sure to connect the phase conductors according to pin assignment.

7.2.2 Assignment and Specifications

Specification of Terminal X62

- 4-pin plug (Typ: Phoenix PC6/4-ST-10,16)
- Allowed conductor size: max. 0.5 ... 6 mm^2 (AWG 20 ... 7)
- Torque: 1.2 ... 1.5 Nm (10.6 ... 13.3 lbf-inch)
- Ambient temperature: 45 °C max.
- Field wiring

Connecting Cable Specifications

- Cable size: min. 4 * 1.5 mm² (AWG 16)
- Material: Copper
- Temperature class: 60 °C

Shielding

- Braided copper shield of 80 % coverage

Connection of the motor to the digital servo amplifier JetMove 208-480 has to be done following the wiring diagram below. Connecting the brake is optional. In this case, the wires for the brake have to be at least 300 mm longer than the wires of the motor.

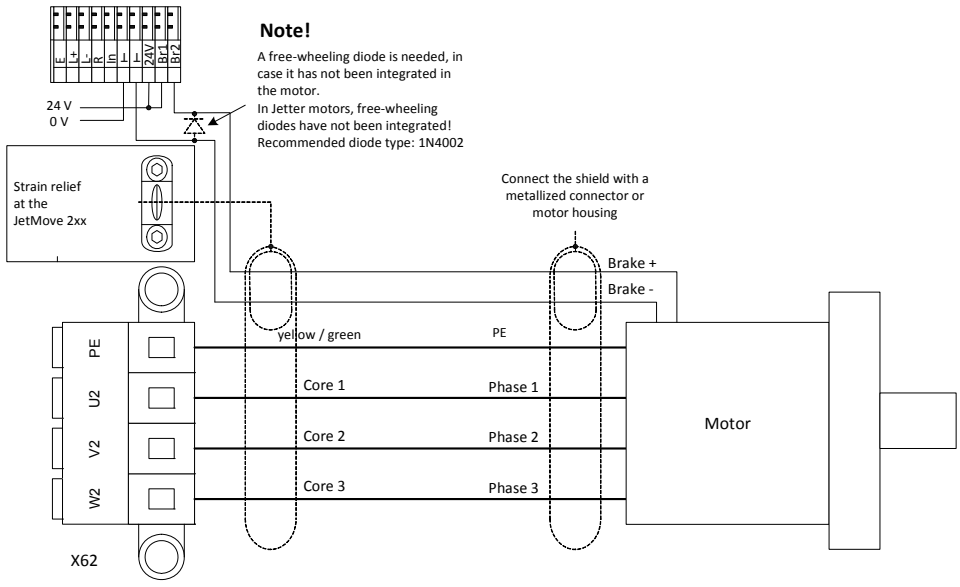


Fig. 9: Connection of motor lines

7.2.3 Motor Power Cable with Mating Connector SC

Notice!

The suitable SC mating connector (female connector) can be ordered from Jetter AG by supplying the following particulars:

Item no. 15100070	Motor mating connector for the Jetter motor types JH2, JH3, JH4, JH5, JL2, JL3, JL4, JK4, JK5, JK6 without brake
Item no. 15100105	Motor mating connector for the Jetter motor types JH2, JH3, JH4, JH5, JL2, JL3, JL4, JK4, JK5, JK6 with brake

Notice!

The motor power cable with SC mating connector for the Jetter motor types JL2, JL3, JL4, JK5, JK6, JH2, JH3, JH4, and JH5, can be purchased from Jetter AG. It is confectioned with the matching motor mating connector and can be ordered by the following cable assy numbers:

Without Brake:

Cable assy no. 26.1

With Brake:

Cable assy no. 24.1

Mating connector of the motor (solder side)

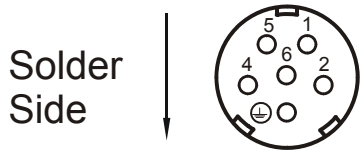
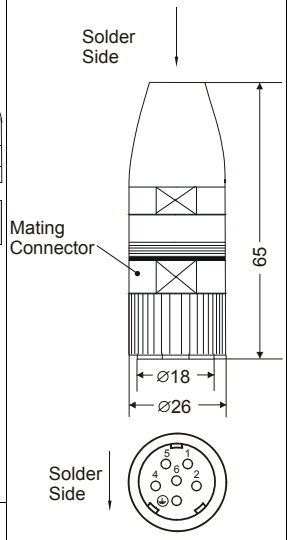
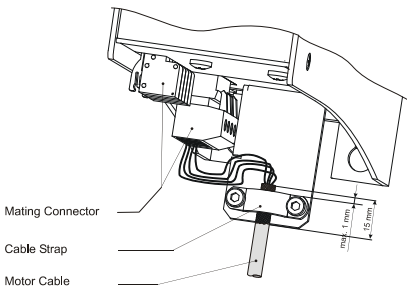
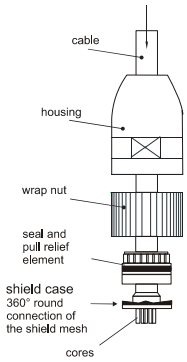


Fig. 10: View on the SC series mating connector of the motor (internal thread M23)

Specification of the Motor Power Cable with Mating Connector SC for JetMove 208-480

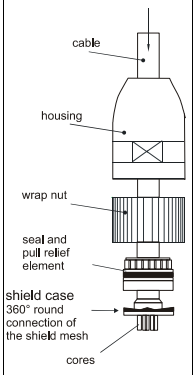
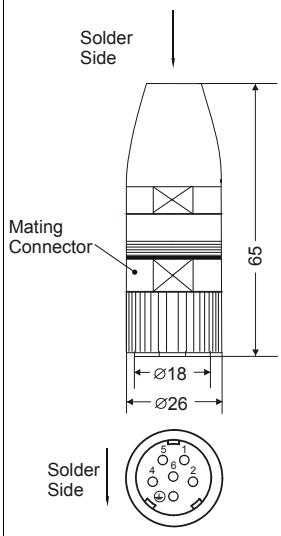
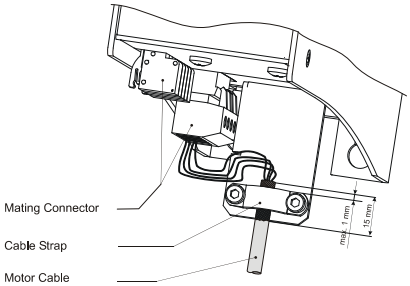
Connection without motor holding brake

<table>
<tr><th colspan="4">Motor Power Cable - Cable Assy No. 26.1</th></tr>
<tr><td>Connecting Terminals of JetMove 208-480</td><td colspan="2">Shield</td><td>Mating Connector of the Motor (female, solder side)</td></tr>
<tr><td>4 x 1.5 mm^2
(AWG 16(4))

The wires are equipped with wire end ferrules.</td><td colspan="2">Shielded, highly flexible 4-wire cable with PE (GND)</td><td rowspan="2"> 
</td></tr>
<tr><td colspan="2"> 
</td><td> 
</td></tr>
<tr><td></td><td colspan="2">Connect both sides of the shield with the greatest possible surface area!
Use metallized housing only!</td><td></td></tr>
<tr><td>Pin</td><td>Wire Number</td><td>Signal</td><td>Pin</td></tr>
<tr><td>X62.U2</td><td>1</td><td>Phase 1</td><td>1</td></tr>
<tr><td>X62.V2</td><td>2</td><td>Phase 2</td><td>5</td></tr>
<tr><td>X62.W2</td><td>3</td><td>Phase 3</td><td>2</td></tr>
<tr><td>X62.PE
(GND)</td><td>yellow-green</td><td>PE/GND grounding</td><td> </td></tr>
</table>

Dimensions of the motor mating connector are specified in millimeters.

Connection with motor holding brake

Motor Power Cable - Cable Assy No. 24.1			
Connecting Terminals of JetMove 208-480	**Shielding**		**Mating Connector of the Motor (female, solder side)**
(4×1.5 mm^2) (2×1.5 mm^2) (AWG 16(6)) The wires are equipped with wire end ferrules.	Highly flexible 6-wire cable with PE (GND, separately shielded brake lines and all-over shielding)		
			
	Connect both sides of the shield with the greatest possible surface area! Use metallized housing only!		
Pin	**Wire Number**	**Signal**	**Pin**
X62.U2	1	Phase 1	1
X62.V2	2	Phase 2	5
X62.W2	3	Phase 3	2
X62.PE (GND)	yellow-green	PE/GND grounding	⏚
X10.BRAKE2	5	Brake +	6
X10.GND	4	Brake -	4

Dimensions of the motor mating connector are specified in millimeters.

7.2.4 Motor Power Cable with Mating Connector SM

Notice!

The suitable SM mating connector (female connector) can be ordered from Jetter AG by supplying the following particulars:

Item no. 60860443	Mating connector for the Jetter motor types JL5, JL6, JL7, JL8, and JK7

Notice!

The motor power cable with SM mating connector for the Jetter motor types JL5, JL6, JL7, JL8, and JK7 can be purchased from Jetter AG. It is confectioned with the matching motor mating connector and can be ordered by the following cable assy numbers:

Without brake:

Cable assy no. 201

With brake:

Cable assy no. 202

Mating connector of the motor (solder side)

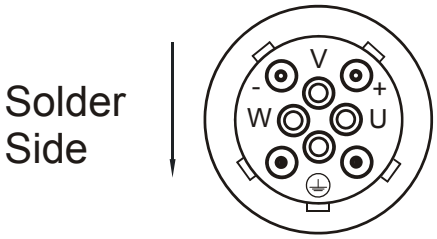
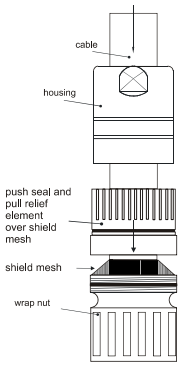
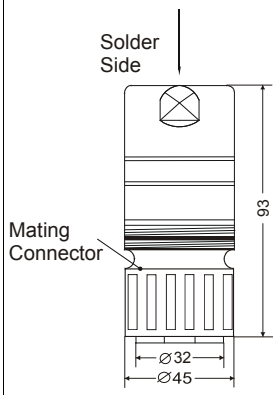
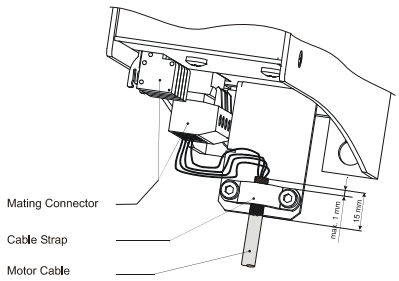


Fig. 11: SM series mating connector of the motor (internal thread M40)

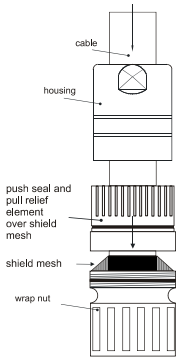
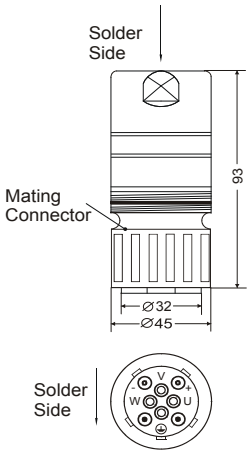
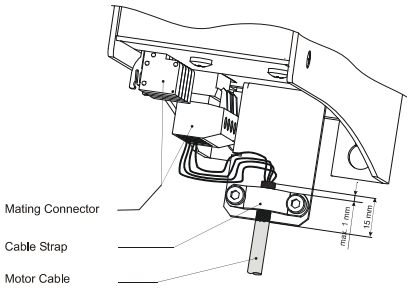
Specification of the Motor Power Cable with Mating Connector SM for JetMove 208-480

Connection without motor holding brake

Motor Power Cable - Cable Assy No. 201			
Connecting Terminals of JetMove 208-480	**Shield**		**Mating Connector of the Motor (female, solder side)**
4 x 4 mm^2 (AWG 12(4)) The wires are equipped with wire end ferrules.	Shielded, highly flexible 4-wire cable with PE (GND)		
			
	Connect both sides of the shield with the greatest possible surface area! Use metallized enclosure only!		
Pin	**Wire Number**	**Signal**	**Pin**
X62.U2	1	Phase 1	U
X62.V2	2	Phase 2	V
X62.W2	3	Phase 3	W
X62.PE (GND)	yellow-green	PE / GND conductor	⏚

Dimensions of the motor mating connector are specified in millimeters.

Connection with motor holding brake

Motor Power Cable - Cable Assy No. 202			
Connecting Terminals of JetMove 208-480	**Shielding**		**Mating Connector of the Motor (female, solder side)**
($4 \times 4\ mm^2$ + ($2 \times 0.5\ mm^2$)) (AWG 12(4) AWG 20(2)) The wires are equipped with wire end ferrules.	Highly flexible 6-wire cable with PE (separately shielded brake lines and all-over shielding)		
			
	Connect both sides of the shield with the greatest possible surface area! Use metallized enclosure only!		

Pin	Wire Number	Signal	Pin
X62.U2	1	Phase 1	U
X62.V2	2	Phase 2	V
X62.W2	3	Phase 3	W
X62.PE (GND)	yellow-green	PE / GND conductor	⏚
X10.BRAKE2	5	Brake +	+
X10.GND	6	Brake -	-

Dimensions of the motor mating connector are specified in millimeters.

7.2.5 Connection Assignment of Terminal Box

Connection Assignment of Terminal Box*) for the Jetter Motor Series:		
Connection Terminals of the Amplifier	**Motor Terminal Box - Terminal Assignment**	
X62.U2	Pin 1	Phase 1
X62.V2	Pin 2	Phase 2
X62.W2	Pin 3	Phase 3
X62.PE (GND)	Pin 4	PE / GND conductor
X10.BRAKE2	Pin 7	Brake +
X10.GND	Pin 8	Brake -

*) alternative to motor connectors

7.3 Resolver Connection

7.3.1 Specifications

Specification of Mating Connector for X61

- 9-pin SUB-D male connector
- Metallised enclosure

Specification of Resolver Cable

- Cable size: 4 * 2 * 0.14 mm² (AWG 26(8)) min.
- Cores have to be shielded and twisted in pairs and must be included in an overall shielding.
- Shielding has to be connected to the connector housings on both sides.
- Material: Copper
- Temperature class: 60 °C
- Maximum cable length: 50 m

7.3.2 Resolver Cable with Mating Connector

Notice!

The resolver respectively HIPERFACE mating connector of the Jetter motor types JL, JK and JH can be ordered from Jetter AG by supplying the following particulars:

Item no. 15100069 Resolver / HIPERFACE

The complete resolver cable connecting the servo amplifier series JetMove 2xx, and the Jetter motor types JL, JK and JH can be ordered from Jetter AG by supplying the following cable assy number and specifications:

Cable assy no. 23 for the servo amplifier series JetMove 2xx

Mating connector of the resolver (solder side)

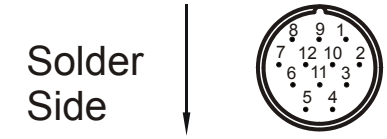
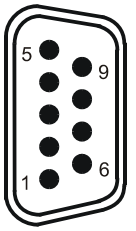
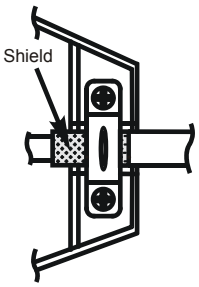
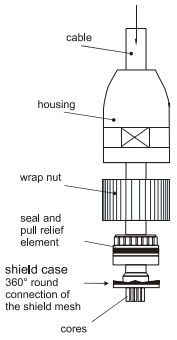
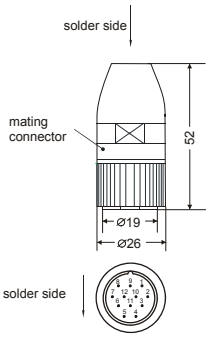


Fig. 12: RC series mating connector of the resolver (internal thread M23)

Resolver Cable of Cable Assy No. 23			
JetMove 208-480 (SUB-D connector X61)	**Shield**		**Motor (Resolver) (female, solder side)**
 Attaching screws must have a metric thread!			
	Connect shield with the greatest possible surface area! Use metallized enclosure only!		
Pin	**Signal**	**Core color**	**Pin**
8	Cosine +	red	1
3	Cosine -	blue	2
2	Sine -	yellow	3
7	Sine +	green	4
1	R1R (exciter winding +)	pink	5
6	R2L (exciter winding -)	gray	6
9	Th1 (thermal sensor)	white	7
4	Th2 (thermal sensor)	brown	8
-	Unassigned	-	9 - 12

Dimensions of the resolver mating connector are specified in millimeters.

7.4 HIPERFACE® Connection

7.4.1 Specifications

Specification of Mating Connector for X61 (ENCODER)

- 9-pin SUB-D male connector
- Metallized enclosure

Specification of HIPERFACE Cable

- Cable size: 4 * 2 * 0.14 mm² + 2 * 0.5 mm² (AWG 26(8*2) + AWG 20(2))
  2 * 0.5 mm² (AWG 20(2)) are for connection of the power supply and GND signal.
- Cores have to be twisted in pairs and must be included in an overall shielding.
- The following signal lines must be twisted in pairs :
  Sine + and reference sine
  Cosine+ and reference cosine
  DATA - and DATA +
  0 V and voltage supply
- Shielding has to be connected to the connector housings on both sides.
- Material: Copper
- Temperature class: 60 °C
- Maximum cable length: 50 m

7.4.2 HIPERFACE® Cable with Mating Connector

Notice!

The resolver respectively HIPERFACE® mating connector of the Jetter motor types JL, JK, and JH and can be ordered from Jetter AG by supplying the following particulars:

Item no. 15100069 Resolver / HIPERFACE

The complete HIPERFACE® cable connecting the servo amplifier series JetMove 2xx and the motor types JL, JK and JH can be ordered from Jetter AG by supplying the cable specifications and the respective cable length in cm:

KAY_0723-xxxx for the digital servo amplifier series JetMove 2xx

HIPERFACE® mating connector (solder side)

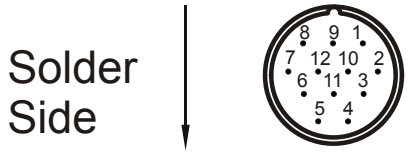
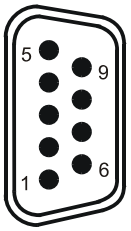
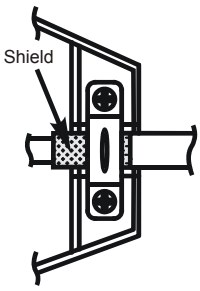
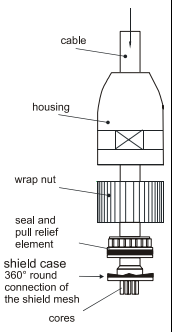
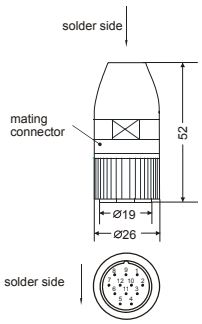


Fig. 13: RC series HIPERFACE® mating connector (internal thread M23)

HIPERFACE® Cable of KAY_0723-xxxx			
JetMove 208-480 (SUB-D connector X61)	**Shielding**		**Motor HIPERFACE® (female, solder side)**
 Attaching screws must have a metric thread!			
	Connect shield with the greatest possible surface area! Use metallized enclosure only!		
Pin	**Signal**	**Core Color**	**Pin**
-	Unassigned	-	1
-	Unassigned	-	2
7	Sine +	white	3
2	Reference sine	brown	4
8	Cosine +	green	5
3	Reference cosine	yellow	6
6	DATA - (RS-485)	gray	7
1	DATA + (RS-485)	pink	8
4	0 V	blue	9 *)
5	Power supply (7 through 12 V)	red	10
9	Thermal sensor	black	11
	Thermal sensor	-	12 *)

*) Pin 9 and pin 12 are short-circuited

Dimensions of the HIPERFACE mating connector are specified in millimeters.

7.5 Sin-Cos Encoder Connection

7.5.1 Adapter

An adapter is needed for connecting a sin-cos encoder. This adapter can be obtained from Jetter AG by the following specification:

JM-200-ENC-ADAP (Article no. 10000430)

Another 9-pin SUB-D connector of the encoder cable can be connected to this adapter. Further, this adapter allows for connecting an individual temperature sensor of the motor, as normally these signals are not conducted via the encoder cable, if a sin-cos encoder is used.

7.5.2 Specifications

Specifications of the Mating Connector for X61 (ENCODER)

- 9-pin male SUB-D connector
- Metallized enclosure

Sin-Cos Encoder Cable Specifications

- Cable size: 2 * 2 * 0.14 mm² + 2 * 0.5 mm² (AWG 26(4) + AWG 20(2)), if there is no index signal.
- Cable size: 3 * 2 * 0.14 mm² + 2 * 0.5 mm² (AWG 26(6) + AWG 20(2)), if there is no index signal.
- 2 * 0.5 mm² (AWG 20(2)) must be used for the power supply unit and for GND.
- Cores have to be twisted in pairs and have to be included in an overall shielding.
- The following signal lines have to be twisted in pairs:
  Sine+ and reference sine
  Cosine+ and reference cosine
  Index+ and reference index
  0 V and voltage supply
- The shield must be connected to the connector housings on both ends of the cable with the greatest possible surface area.
- Material: Copper
- Temperature class: 60 °C
- Max. cable length: 100 m

7.5.3 Connection Diagram

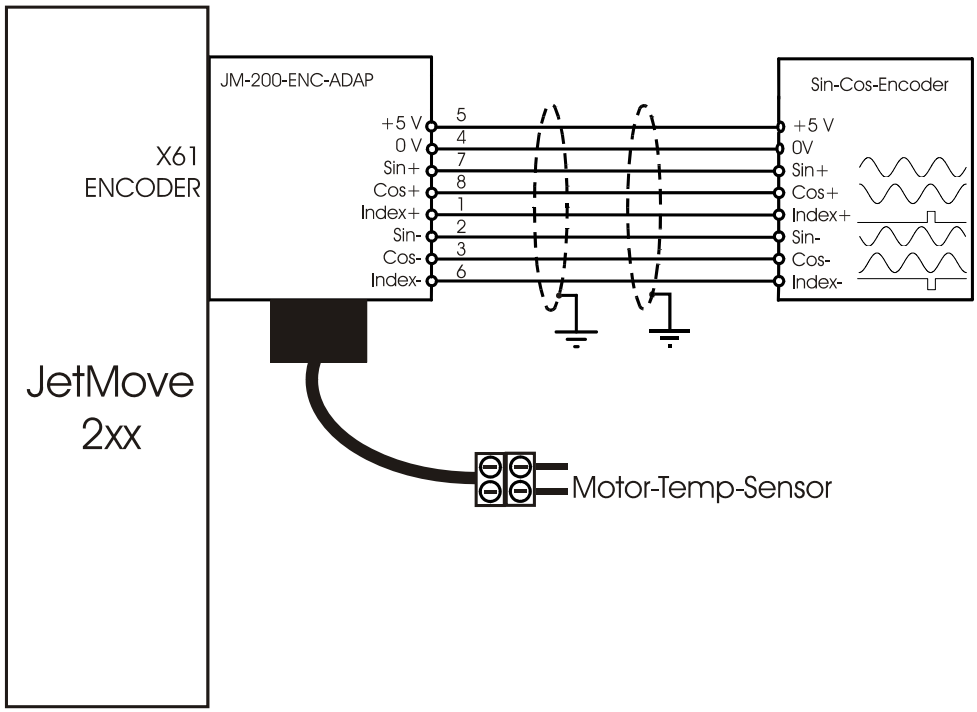
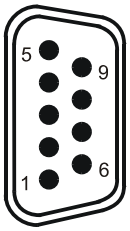
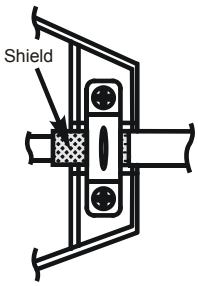


Fig. 14: Sin-cos encoder connection with adapter

Sin-Cos Encoder Cable	
JetMove 208-480 (SUB-D connector X61) with Adapter JM-200-ENC-ADAP	**Shielding**
	
Attaching screws must have a metric thread!	Connect shield with the greatest possible surface area! Use metallized housing only!
Pin	**Signal**
7	Sine +
2	Reference sine
8	Cosine +
3	Reference cosine
1	Index +
6	Reference index
4	0 V
5	Power supply (5 V - 100 mA max.)
9	unassigned

Important!

To be considered before connecting sin-cos encoders

- If a sin-cos encoder is to be used, commutation finding **always** has to be carried out after applying the logic power supply and before giving the first enable.
  If this is not considered, the motor might move uncontrollably.

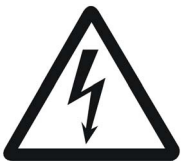
- The counting direction of the position in the JetMove 2xx is reversed in the following cases:
  Case 1: The signal sine+ is exchanged with the signal cosine+, and the signal reference sine is exchanged with the signal reference cosine.
  Case 2: The signal sine is exchanged with the signal reference sine.
  Case 3: The signal cosine is exchanged with the signal reference cosine.

- Due to conduction loss, a voltage smaller than 5 V might reach the encoder. If necessary, the encoder supply cords have to have a greater diameter.

- If a motor temperature sensor is not used, the inputs have to be short-circuited at the adapter, so the JetMove 208-480 will not give an error message.

7.6 External Ballast Resistor and DC Link Connection

Connection of External Ballast Resistor and DC Link Circuit of Another JM-208-480	
Amplifier Terminal X63	**Connector Pin Assignment**
U_B-	Negative pole of the DC link voltage
U_B+	Positive pole of the DC link voltage
BR_{int}	Connection with the internal ballast resistor (for this purpose, it must be connected with BR_c)
BR_c	Reference potential for the ballasting circuit



Danger

HAZARD caused by high operating voltage!

Extremely hazardous voltages of up to 850 V may occur!

Please, observe the following precautions in order to avoid injuries such as muscle cramps, burns, unconsciousness, respiratory standstill, etc., and possibly death:

A high DC link voltage is applied to each of the eight terminals X63!

Please do **never** establish a connection to these terminals, while power is being supplied to the JetMove 208-480 or up to 7 minutes after having separated the JetMove 208-480 from the power supply.

Ballast System

When a mechanic system is braked by the motor, the energy will be given back to the servo amplifier. This energy is led to the ballast resistor to convert it into heat. The ballast resistor is switched into the DC link circuit by the ballast circuit.
The JetMove 208-480 is supplied with an internal ballast resistor. If the power that is supplied back is to high for the internal resistor, an external ballast resistor can be added. It is also possible to run the JetMove 208-480 with an external ballast resistor only.

Use of internal ballast resistor (delivered condition)

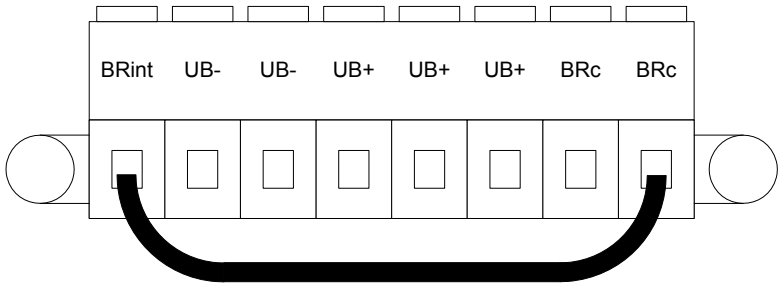


Fig. 15: Wiring of X63 for connecting the internal ballast resistor

For the use of the internal ballast resistor the terminal BRint and one BRc terminal of X63 have to be connected. This is the standard wiring of the JetMove 208-480 in delivered condition by Jetter AG.

The JetMove 208-480 is measuring the load of the ballast resistor and sets a warning bit, if the ballast load reaches a specific value. If the resistor is overloaded, an error occurs (error F06).
In this case, an external ballast resistor must be used.

Use of external ballast resistor in addition to the internal ballast resistor

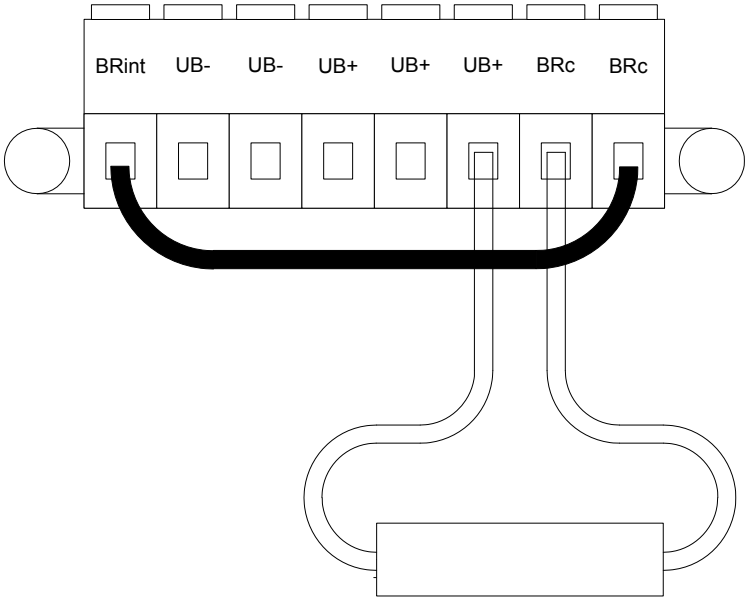


Fig. 16: Wiring of X63 for connecting the internal and external ballast resistor

Mount the external ballast resistor between a terminal UB+ and a terminal BR_c.
Remove the bridge between BR_{int} and BR_c.

Parameters of external ballast resistor for this configuration:

Value of the resistor:	88 Ω
Continuous power:	140 W or greater
Maximum capacity:	3 kW for 0.6 s
Type:	Low inductivity

This configuration causes the energy dissipation to be twice as high as it would be if configured with an internal resistor only.
Still, half of the heat is still emitted inside the cover of the amplifier.

In order to prevent this, a third variety of a configuration can be chosen:

Use of external ballast resistor instead of the internal ballast resistor

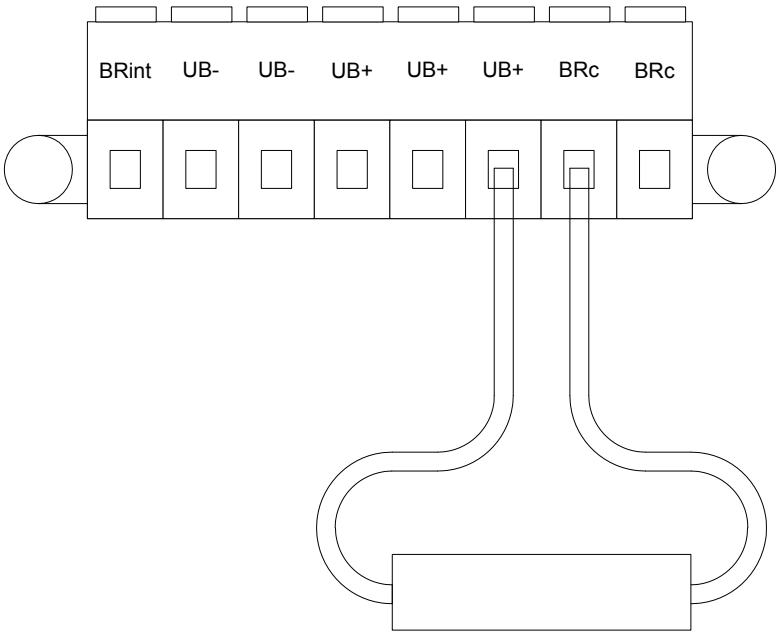


Fig. 17: Wiring of X63 for the external ballast resistor only

Mount the external ballast resistor between a terminal UB+ and a terminal BR_c.
(Remove the bridge between BR_{int} and BR_c.)

Parameters of external ballast resistor in this configuration:

Value of the resistor:	88 Ω
Continuous power:	140 W or greater
Maximum capacity:	3 kW for 0.6 s
Type:	Low inductivity

These are the same values as with the internal resistor.

As an alternative, the following parameters can apply to a resistor:

Value of the resistor:	44 Ω
Continuous power:	280 W or greater
Maximum capacity:	6 kW for 0.6 s
Type:	Low inductivity

This configuration causes the energy dissipation to be twice as high as it would be if configured with an internal resistor only.
With both resistors, the internal overload control is working as well as using the internal ballast resistor only.

Coupling DC Link Circuits of Two or Three JetMove 208-480

Another way uf utilizing the braking energy of the motor is to couple the DC links of several JetMove 208-480. In most cases, not all axes of a machine have to brake at the same time. So, other axes can use the energy coming back for acceleration.
The coupling reduces the heat inside the amplifier emitted by the ballast resistor and provides a higher dynamic if not all axes accelerate at the same time.

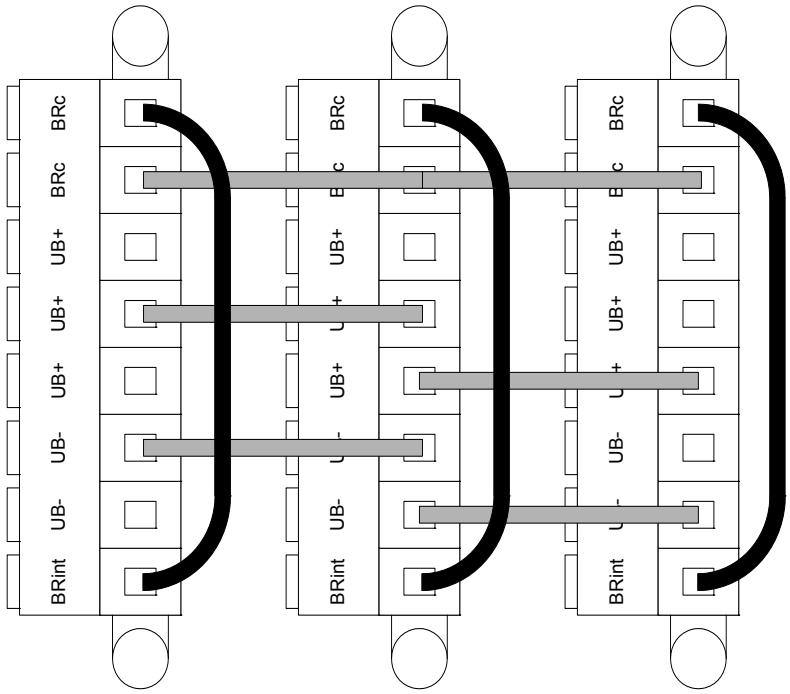


Fig. 18: Wiring of X63 for coupling DC link circuits of up to three JetMove 208-480

Coupling DC link circuits guarantees equal distribution of load for all internal ballast resistors. A special ballast circuit ensures that the braking energy which is not used by an other amplifier is equally distributed among all ballast resistors.

Important!

Requirements on the coupling of DC link circuits:

- Before connecting a coupled JetMove 208-480, completely connect all wires of X63.
  Otherwise the device could be damaged!
- Do not couple more than three JetMove 208-480.
- Do not couple JetMove 208-480 with other amplifier types.
- Do not release the other JetMoves 208-480 if one of the coupled devices is not ready for operation.
- The power supplies of coupled JetMoves 208-480 have to be activated and deactivated simultaneously.
  For this reason, please connect the supply lines of the coupled JetMove 208-480 with exactly the same contactor and the same fuses, identical cable diameters and cable lengths (difference <0.5 m).

The minimum cable size for a DC link coupling is 4 mm² (AWG 12).

The maximum cable length between two JetMoves 208-480 is 0.5 m.

It is also possible to combine coupled DC link circuits with external ballast resistors. In this case, it is important to use identical resistors and cables for all coupled JetMove 208-480.

7.7 Digital Inputs, Logic Power Supply

Specification of Terminal X10

- 10-pin spring tension terminal (type ZEC 1,0/10-ST-3,5)
- Diameter of the cable apt for connecting: 0.2 ... 1 mm^2 (AWG 24 ... AWG 16) with bootlace ferrules in a plastic sleeve: 0.25 ... 0.75 mm^2 (AWG 24 ... AWG 18)
- Bladed screw-driver: 0.4 x 2.5 mm

Digital Inputs, Logic Power Supply			
Wiring Terminal X10 at the Amplifier	**Signal**	**Description**	**Specifications**
ENABLE	Hardware enable for the power supply of the motor (input)	• A high signal at this input is necessary for the motor to be supplied (the power supply has to be connected before software enable). • A low signal de-energizes the motor immediately.	• DC 24 V • 7.5 mA max. • Operating point: < 6 V low, > 15 V high
REF	Reference switch (input)	• Depending on the parameter setting, this input is used for referencing.	• DC 24 V • 7.5 mA max. • Operating point: < 6 V low, > 15 V high NC or NO contact
LIMIT +	Positive limit switch (input)	• Depending on the parameter setting, this input is used as a positive limit switch.	• DC 24 V • 7.5 mA max. • Operating point: < 6 V low, > 15 V high NC or NO contact NC contact recommended
LIMIT -	Negative limit switch (input)	• Depending on the parameter setting, this input is used as a negative limit switch.	• DC 24 V • 7.5 mA max. • Operating point: < 6 V low, > 15 V high NC or NO contact NC contact recommended

INPUT	Digital input	• Depending on the parameter setting, this input can be used for quick stop, position capture or referencing without stop.	• DC 24 V • 7.5 mA max. • Operating point: < 6 V low, > 15 V high
⊥	Reference ground		Ground*) for all inputs and supply of the logic
⊥	Reference ground		Ground*) for all inputs and supply of the logic
DC 24 V	Voltage supply for the controller logic		DC 20 ... 30 V (I < 0.8 A)
BRAKE 1	Braking relay contact Br1	Relay contact for motor holding brake The relay can be operated either by the control program or by the firmware of the JetMove 208-480 at release of the motor current. A free-wheeling diode is necessary if not integrated in the motor already. In Jetter motors, free-wheeling diodes have not been integrated! Recommended diode type: 1N4002	$V_{max.}$ = DC 30 V $I_{max.}$ = DC 2 A Contact: Type NO These connections are only for devices having got the same reference to ground as the power supply of the logic.
BRAKE 2	Braking relay contact Br1		

*) is connected to the GND of the control system

For connection diagram please refer to “Connection Diagrams", page 85

7.8 Connection Details for Digital Outputs

Digital Outputs		
Terminals X31 on the Amplifier Side	**Signal**	**Specifications**
DC 24 V	Power supply for the outputs	DC 20 ... 30 V at I = max. 2 A (max. 0.5 A per output)
1 2 3 4	Digital output signals (PNP outputs)	See “Digital Outputs", page 39.
0 V	Common ground	Ground*)

*) is connected to the GND of the control system

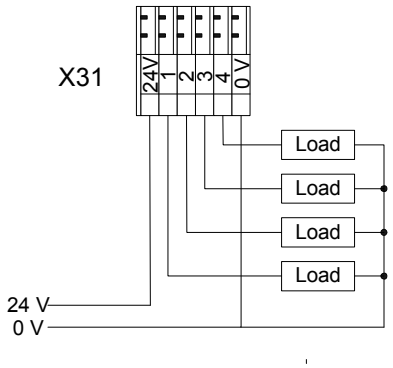


Fig. 19: Connection details for digital outputs

7.9 Jetter System Bus

The Jetter system bus is used to connect the JetMove 208-480 to the PLC and to other JetMoves or Jetter PLC modules. The system bus input BUS-IN is a 9-pin SUB-D male connector while the output BUS-OUT is a 9-pin SUB-D socket.

7.9.1 Specification of the Jetter System Bus Cable

Specification of Connectors

On side of BUS-OUT (X19)
- 9-pin male SUB-D connector (male)
- Metallised enclosure

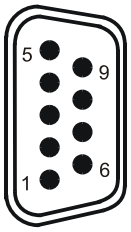
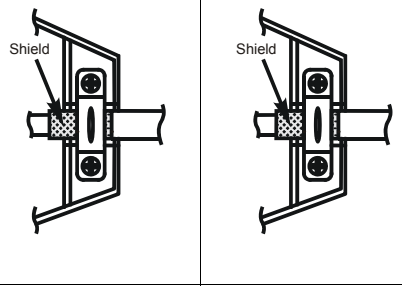
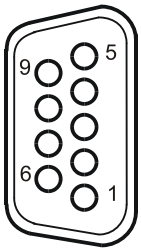
On side of BUS-IN (X18)
- 9-pin SUB-D socket (female)
- Metallised enclosure

System Bus Cable Specification

For manufacturing a system bus cable, the following minimum requirements are important:

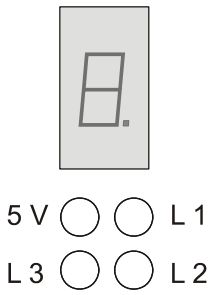
System Bus Cable - Technical Data		
Description	**Description**	
Core cross-sectional area	1 MBaud:	0.25 to 0.34 mm^2 (AWG 24 to 22)
	500 kBaud:	0.34 to 0.50 mm^2 (AWG 22 to 20)
	250 kBaud:	0.34 to 0.60 mm^2 (AWG 22 to 19)
	125 kBaud:	0.50 to 0.60 mm^2 (AWG 20 to 19)
Cable capacitance	60 pF/m max.	
Resistivity	1 MBaud:	70 max. Ω/km
	500 kBaud:	60 max. Ω/km
	250 kBaud:	60 max. Ω/km
	125 kBaud:	60 max. Ω/km
Number of cores	5	
Shielding	Complete shielding, no paired shielding	
Twisting	Core pair CL and CH twisted	
Material	Copper	
Temperature class	60 °C	

Allowed Line Lengths			
Baud Rate	**Max. Cable Length**	**Max. Tap Line Length**	**Max. Overall Tap Line Length**
1 MBaud	30 m	0.3 m	3 m
500 kBaud	100 m	1 m	39 m
250 kBaud	200 m	3 m	78 m
125 kBaud	200 m	-	-

System Bus Cable of Cable Assy No. 530		
	Shielding	
		
BUS-OUT	Connect shield with the greatest possible surface area! Use metallized enclosure only!	**BUS-IN**
Pin	**Signal**	**Pin**
1	CMODE0	1
2	CL	2
3	GND	3
4	CMODE1	4
5	TERM	5
6	unassigned	6
7	CH	7
8	unassigned	8
9	do not connect	9

8 Status Monitoring

The output stage LEDs indicate the operating status of the digital servo amplifier.



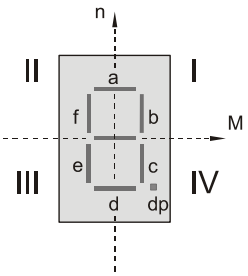
JetMove 208-480 - LEDs		
LED	**Color**	**Meaning**
5 V	Green	Logic voltage is ok
L1	Yellow	Axis is standing still (speed = 0)
L2	Yellow	A voltage of 24 V is applied to the input of the positive limit switch (LIMIT+).
L3	Yellow	A voltage of 24 V is applied to the input of the negative limit switch (LIMIT-).

Notice!

The seven-segment display of the output stage indicates the operating and fault conditions of the digital servo amplifier. The various display modes are set by the Motion Setup. Mode 0 (default) is used for normal operation and mode 1 for commissioning.

JetMove 208-480 - Seven-Segment Display Mode 0: Normal Operation		
Color	**State**	**Meaning**
0	NOT READY TO BE SWITCHED ON	Initialization of amplifier functions
1	SWITCH-ON INHIBIT	Initialization completed. Safe state achieved after initialization and acknowledgement of errors. The drive controller can be switched on.
2	READY TO BE SWITCHED ON	Drive controller has been disabled by software command. The drive controller can be switched on.
3	SWITCHED ON	DC link monitoring is activated.
4	OPERATION_ENABLED	The drive controller is enabled.
7	QUICK STOP ACTIVATED	A quick stop has been activated. The drive was decelerated to zero speed and then locked.

JetMove 208-480 - Seven-Segment Display Mode 0: Normal Operation		
E	ERROR REACTION ACTIVATED	A fault has been recognized. An adjustable error reaction may have been activated.
F	MALFUNCTION	The drive controller is locked, the fault can be acknowledged.
F X. X.	ERROR NUMBER	Fault with number X. X. has occurred.
.	Flashing dot	Warning activated
0.	Flashing "ZERO"	Boot sector has been activated
C.	Flashing C	OS flash is deleted
E.	Flashing E	OS flash is deleted
L.	Flashing L	OS loader is being loaded
P.	Flashing P	OS is transferred to the flash memory
U.	Flashing U	The boot sector waits for OS update



JetMove 208-480 - Seven-Segment Display Mode 1: Commissioning		
Color	**Meaning**	**Meaning**
g	$\mathbf{n}_{\text{Actual Value}} < 0.5\ \%\ \mathbf{n}_{\text{max.}}$	--
b	**M > 0, n > 0** --> quadrant I	Mode of operation - Motor
c	**M < 0, n > 0** --> quadrant II	Mode of operation - Generator
e	**M < 0, n < 0** --> quadrant III	Mode of operation - Motor
f	**M > 0, n < 0** --> quadrant IV	Mode of operation - Generator
a	Positive current limit has been reached	--
d	Negative current limit has been reached	--

9 Diagnostics

9.1 Fault Messages

Notice!

In the case of a fault message, the letter "F" and two successive numbers appear on the 7-segment display every second.

Fault Message Table JetMove 208-480				
Fault Number	**Type of Fault**	**Description**	**Response to Faults**	**Troubleshooting**
F 00	Hardware error	Internal hardware defect	– Immediate controller disable	– Separate the drive controller from the power lines – Return the amplifier for repair
F 01	Internal supply error	One or more power supply voltages are beyond their limits.	– Immediate controller disable	– Separate the drive controller from the power lines – Return the amplifier for repair
F 02	Mains phase error	The servo amplifier has diagnosed the failure of one of the mains phases.	– Immediate controller disable	– Check fuses and wiring – Acknowledge failure
F 03	Motor cable breakage	The motor cable is broken Please be careful: The motor cable is tested at enabling the controller for the first time.	– Immediate controller disable	– Check the motor cable connections – Acknowledge failure
F 04	Overvoltage in the DC link	A DC link voltage >850 V has been detected.	– Immediate controller disable	– Check input voltage supply. – If the motor is used as a generator, reduce the regenerating power – Acknowledge failure

Fault Message Table JetMove 208-480				
Fault Number	**Type of Fault**	**Description**	**Response to Faults**	**Troubleshooting**
F 05	Current overload	Output current was greater than 2.5 x rated current.	– Immediate controller disable	– Check motor cable for short circuit between lines or lines to earth – Check the current controller parameters. If necessary, check the parameters. – Acknowledge failure
F 06	Ballast resistor overload	The ballast resistor has been overloaded	– Immediate controller disable	– Let the amplifier cool down – When the motor has cooled down, acknowledge failure – Reduce regeneration power
F 07	Amplifier overtemperature	The amplifier has reached the maximum temperature	– Immediate controller disable	– Let the amplifier cool down – When the motor has cooled down, acknowledge failure – Reduce power of the drive system
F 08	Motor overtemperature	The motor has reached the maximum temperature Also refer to “Built-In Thermal Sensor", page 41	– Immediate controller disable	– Let the motor cool down – When the motor has cooled down, acknowledge failure – Reduce the average load of the motor
F 09	Encoder failure	Encoder breakage or initialization error	– Immediate controller disable	– For extended diagnostics purposes use motion setup – Check the encoder line and all plug-in connections – Acknowledge failure
F 10	Overspeed	The actual shaft speed has exceeded a value of 1.25 x maximum speed	– Immediate controller disable	– Check motor and encoder connections – Controlling the speed parameters. Change parameters if necessary. – Acknowledge failure
F 11	Current overrange	A current temporarily too high has been detected	– Immediate controller disable	– Reduce Kp of the current controller by 10 to 20 % – Acknowledge failure

Fault Message Table JetMove 208-480				
Fault Number	**Type of Fault**	**Description**	**Response to Faults**	**Troubleshooting**
F 12	Earth fault	One or more phases of the motor cable or inside the motor have been short-circuited to earth	– Immediate controller disable	– Check the motor cable and the motor – Acknowledge failure
F 13 (combined with F00)	Internal checksum error	An internal checksum error has occurred	– Immediate controller disable	– Switch the 24 V supply off and on again – If the error occurs repeatedly, return the amplifier for repair
F 14 (combined with F 00)	Internal communication error	An internal communication error has occurred	– Immediate controller disable	– Switch the 24 V supply off and on again – If the error occurs repeatedly, return the amplifier for repair
F 15	The hardware enable is missing	The software enable is given without a hardware enable	– Immediate controller disable	– Disable the drive by means of the software – Acknowledge failure
F 16	Power input overcurrent	The current at the power input was to high	– Immediate controller disable	– Check input voltage – Reduce mechanical power of the motor – Acknowledge failure
F 17	Trip of software limit switch	The actual position is outside the range of the software limits; a software limit switch has been operated	– Stop at max. current (max. torque)	– Check destination position – Acknowledge failure – Run axis back inside the range of software limits (monitoring the software limit switches is activated automatically when the axis has reached this range again)
F 18	Trip of hardware limit switch	One hardware limit switch has been operated	– Stop at max. current (max. torque)	– Check target position – Check reference position – Acknowledge failure – Return the axis within the hardware limits (monitoring the software limit switches is activated automatically when the axis has left this range)

Fault Message Table JetMove 208-480				
Fault Number	**Type of Fault**	**Description**	**Response to Faults**	**Troubleshooting**
F 20	Undervoltage DC link voltage	The DC link voltage is less than the minimum value	– Stop with emergency deceleration ramp	– Check the supply voltage – Check the parameter "U_{ZK} min. trip" – Acknowledge failure
F 21	Overvoltage DC link voltage	The DC link voltage has exceeded the maximum value	– Stop with emergency deceleration ramp	– Check the supply voltage – In generator operation reduce braking power – Acknowledge failure
F 22	The drive stalled	The drive was not able to exceed the n=0 threshold within the time limit specified by the parameter "blocking-tripping time".	– Immediate controller disable	– Eliminate the cause of stalling – Acknowledge failure
F 23	Tracking error	The tracking error has exceeded the limit defined in the parameter "tracking error limit" for the time specified in "tracking error window time".	– Stop with emergency deceleration ramp	– Check the drive mechanism – Check steepness of acceleration/ deceleration ramps and amplifier parameters in relation to the parameters "tracking error limit" and "tracking error window time" – Acknowledge failure
F 24 (combined with F 01)	Error in 24 V supply voltage	The external 24 V supply has actually been lower than 18 V.	– Immediate controller disable	– Check external power supply – Acknowledge failure
F 25 - F 27 (combined with F 01)	Internal supply error	One or more internal supply voltages have fallen below their limit.	– Immediate controller disable	– Note the fault number – Return the amplifier for repair
F 28	Error in power charging circuit	The input current limitation circuit is defective	– Immediate controller disable	– Note the fault number – Return the amplifier for repair
F 29	Mains power too high	The average mains power has been too high	– Immediate controller disable	– Acknowledge failure – Reduce the average load of the motor

Fault Message Table JetMove 208-480				
Fault Number	**Type of Fault**	**Description**	**Response to Faults**	**Troubleshooting**
F 30	I²t Error	The average power loss of the motor has been greater than the max. value configured by nominal motor current, overload factor and motor time constant. Refer to “I²t Calculation", page 41	– Immediate controller disable	– Let the motor cool down – When the motor has cooled down, acknowledge failure – Check the configuration of nominal motor current, overload factor and motor time constant – Reduce the average load of the motor
F 31	Motor overload protection to UL	Average motor power dissipation has been higher than defined according to UL. See chapter 5.2.3 "Motor Overload Protection to UL", page 43.	– Immediate controller disable	– Let the motor cool down – Acknowledge failure – Reduce the average load of the motor
F 38	Asymmetric encoder signal	The amplitudes of the analog sine-cosine signals are not identical.	– Immediate controller disable	– Check wiring or encoder signals – Acknowledge failure
F 39	Error at commutation finding	Measuring the commutation offset could not be completed with results being guaranteed.	– Immediate controller disable	– Check parametering – Check wiring or encoder signal – Acknowledge failure
F 42	Malfunctioning of encoder 2 (only for the option CNT)	Encoder breakage or initialization error	– Immediate controller disable	– Check the encoder line and all plug-in connections – Acknowledge failure

9.2 Alarms

If the dot in the display is flashing, one or several alarms have been recognized. Please check in the motion setup or by issuing the motion commands in the PLC program which alarm has been activated.

10 Connection Diagrams

refer to page 75 refer to page 66

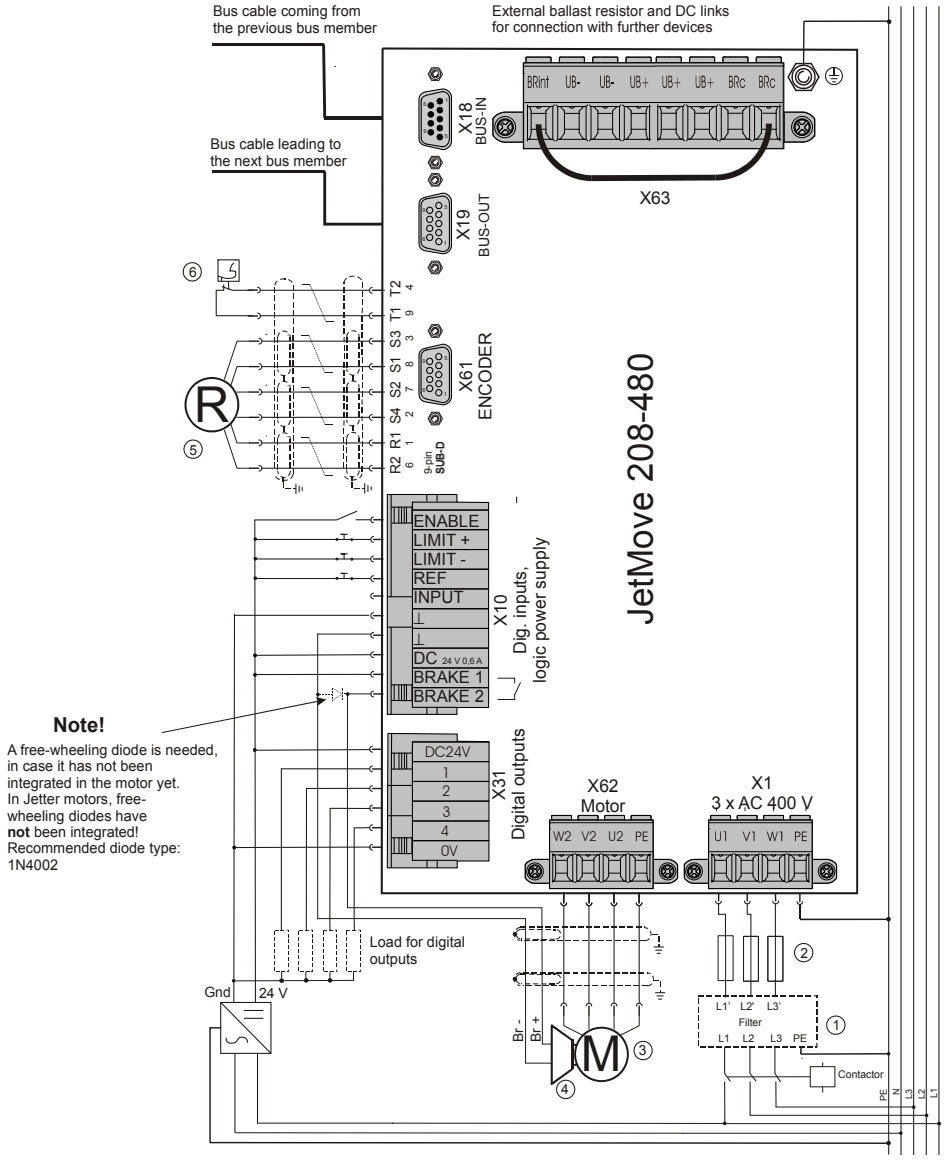


Fig. 20: Connection diagram of JetMove 208-480-RE

refer to page 75

refer to page 66

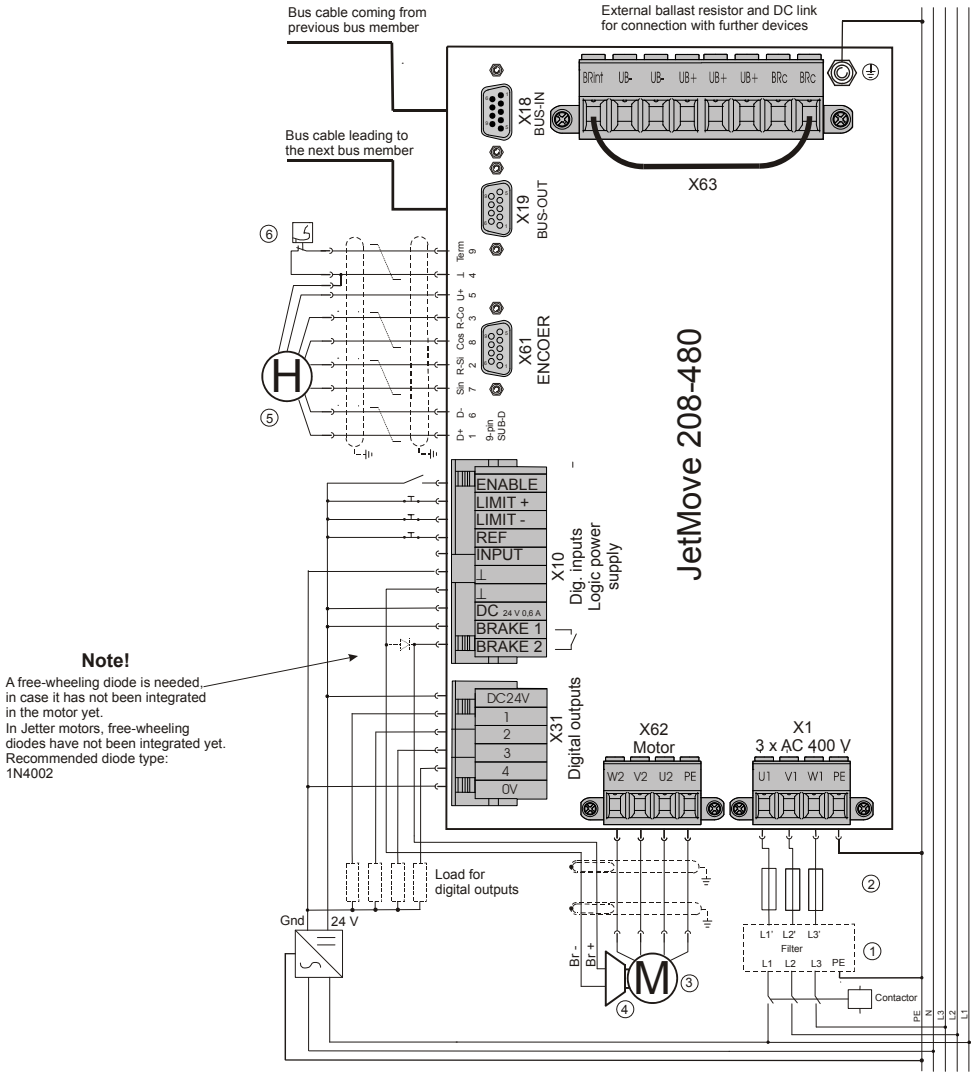


Fig. 21: Connection diagram of JetMove 208-480-HI

Key to the wiring diagrams:

1	Line filter (optional) (refer to “Line filter" on page 38)
2	Mains protection (refer to “Overload protection" on page 37)
3	Motor
4	Motor holding brake (optional)
5	Position transducer (resolver or HIPERFACE® encoder)
6	Motor overtemperature protection

11 Analog Input (Option)

11.1 Description

For the digital servo amplifier JetMove 208-480, an optional integrated analog input card can be ordered (article designation of the device: JM-208-480...-IA1). This card supplies an analog input of a 12-bit resolution. The converted value of the measured voltage can be read by a register of the JetMove in the PLC program or processed by the firmware of the JetMove in an additional controller. This way it is possible for example, to realize a pressure control loop in which the motor controlled by the JetMove generates the pressure. A pressure sensor in the machine is connected to the analog input of the JetMove to deliver the actual pressure value for the control loop.

11.2 Technical Data

Technical Data for the Analog Input	
Type of connection	SUB-D connector (male) at the device
Voltage range	0 ... 10 V
Input current	1.4 mA max.
Resolution	12 bits
Value range	0 .. 32767 (resolution in steps of 8)
Electrical isolation	None
Accuracy Zero error Gain error	 max. ± 5 LSB (± 40 values) corresponds to ± 12.2 mV max. ± 10 LSB (± 80 values) corresponds to ± 24.4 mV

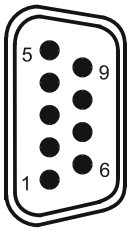
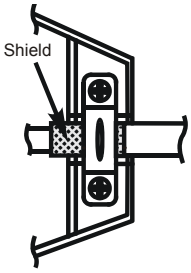
11.3 Description of Connections

Specification of the Mating Connector for X72

- 9-pin SUB-D socket (female)
- Metallised enclosure

Specification of the Cable leading to the Analog Input

- Cable size: 2 * 0.14 mm² min. (AWG 26(2))
- Cores have to be twisted and entirely shielded.
- Shielding has to be connected to the connector enclosures on both sides.
- Material: Copper
- Temperature class: 60 °C

Pin Assignment of the Analog Input	
	Shielding
	
X72	Connect shield with the greatest possible surface area! Use metallized enclosure only!
Pin	**Signal**
1	Analog signal (0 - 10 V to pin 6)
6 - 9	Analog GND (connected to earth in the device)
2 - 5	Keep unoccupied

12 Ethernet Interface (Option)

12.1 Description

For the JetMove 208-480, an optional integrated Ethernet interface can be ordered (article designation of the device: JM-208-480...-OEM). This allows for the JetMove 208-480 to be addressed by the controller via Ethernet instead of via Jetter system bus.

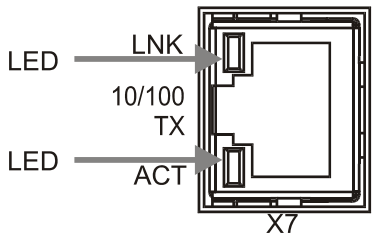
Functional Equipment	
1 Ethernet interface	10/100 MBit/s, TX
10-pin DIP switch for the lower 8 bits of the IP address and of various operating modes	RUN / STOP / LOAD
LED for status indication	RUN / ERR

12.2 Description of Connections

The digital servo amplifier JetMove 208-480...-OEM is connected with the Ethernet by a RJ45 socket (X71).

There are two types of interconnecting cables used for 10/100 MBit/s twisted pair Ethernet:

- 1:1 straight-through twisted pair cables
- Crossover cables (transmitting and receiving lines are crossed)



The LEDs of the JetMove 208-480...-OEM Ethernet	
Designation	**Description**
ACT	Activity: The JetMove 208-480...-OEM transmits or receives data via the Ethernet
LNK	Linkage: The JetMove 208-480...-OEM is linked with the Ethernet

12.2.1 Connection between the JetMove 208-480...-OEM and a PC or JetControl

Direct connection between a PC or JetControl and a JetMove 208-480...-OEM is established by means of a crossover cable.

12.2.2 Connection between the JetMove 208-480...-OEM and a PC or JetControl through a Switch

If connection between PC or JetControl and a JetMove 208-480...-OEM is established through a switch, straight-through cables have to be used.

Notice!

Terminals have to be interconnected by means of crossover-cables:

- PC to PC
- JetControl to PC
- JetControl to JetMove...-OEM
- etc.

Terminals with infrastructure components (e.g. switch) have to be interconnected via straight-through cables:

- PC to switch
- JetControl to switch
- JetMove...-OEM to switch
- etc.

Notice!

If the proper cable is not available, the uplink port of a switch/hub can be used. The pin assignment of an uplink port allows connection of terminals or can be switched over.

Some devices are provided with an automatic crossover function which ensures automatic adjustment to the cable and distant station.

12.3 Logic Circuit LEDs, Mode Selector

12.3.1 LEDs

Logic Circuit LEDs	
ERR (red)	Flashes shortly at initializing. It remains lit in case of an initialization error at the Ethernet interface.
RUN (green)	Flashes regularly at correct functioning of the Ethernet interface.

The present status of the LED can be queried from register 10182.

.

LED Error Messages	
Following power-up the red LED (ERR) and the green LED (RUN) are flashing.	The switch is in LOAD position. The boot loader is running. The OS of the Ethernet interface is neither checked nor launched.
After switching on, red (ERR) flashes three times, after this, both LEDs, red (ERR) and green (RUN) are flashing simultaneously.	The switch is in RUN or STOP position. The boot loader is running. There is no valid operating system of the Ethernet interface available.
The red LED (ERR) and the green LED (RUN) are flashing alternately during runtime.	Fatal operating system error of the Ethernet interface

12.3.2 The DIP Switches

The switches are evaluated at switching on the JetMove 208-480...-OEM. Switches 1 through 8 influence the IP address; switches 9 through 10 influence starting the operating system.

Start-Up Process

Switches 9 and 10	
Position	**Meaning**
9 = OFF, 10 = OFF (NORMAL OPERATION)	Normal function of the Ethernet interface
9 = OFF, 10 = ON (LOAD)	The boot process proceeds as far as to the initial program loader of the Ethernet interface
9 = ON	Reserved

After power-up, the switch has no influence to the interface functions. The current position of the switch can be scanned in register 10181.

12.4 Setting the IP Address

There are 4 ways to assign an IP address to a JetMove 208-480...-OEM. The actually used IP address can be read from register 2931.

12.4.1 Default IP Address

If, at activating the controller, DIP switches 1 through 8 are in "OFF" position, the JetMove 208-480...-OEM has got IP address 192.168.10.15.
If, at the other possibilities of setting, it is not clear which IP address is being used, a definite state can be achieved by this way of "emergency setting".

12.4.2 IP Address Taken out of the Configuration Store

If, at activating the JetMove 208-480...-OEM, the DIP switches 1 through 8 are in "ON" position, the JetControl has got the IP address saved in the configuration store. The configuration store can be accessed by means of the "/System/cfgvar.ini" file or registers 10131 through 10145.

Configuration File

In order to gain access to the configuration file "System/cfgvar.ini" via FTP, the user having got the administrator rights has to be logged in.
This file has the same structure as a Windows *.INI file:

```
[CFGVAR]
Version       = 4
IP_Address    = 192.128. 10. 97
IP_SubNetMask = 255.255.255. 0
IP_DefGateway = 192.128. 10.  1
BasePort      = 50000
IP_DNS        = 192.118.210.209
```

Important!

Never change the version number!

Registers

Alternative access to the configuration memory is possible via registers 10131 through 10145.
In order to make a change via registers, first password register with password value 2002149714 (0x77566152) must be loaded. Then, registers 10132 through 10145 are modified. Finally, the changes to the configuration memory have to be saved by entering an arbitrary value into register 10100.

Register	Meaning	Value Used in the Example
10100	Saving the configuration values	
10131	Version number	4
10132	IP address MSB	192
10133	IP address 3SB	128
10134	IP address 2SB	10
10135	IP address LSB	97
10136	Subnet mask MSB	255
10137	Subnet mask 3SB	255
10138	Subnet mask 2SB	255

Register	Meaning	Value Used in the Example
10139	Subnet mask LSB	0
10140	Default gateway MSB	192
10141	Default gateway 3SB	128
10142	Default gateway 2SB	10
10143	Default gateway LSB	1
10144	Port number of the JetIP server	50000
10145	IP address of the DNS server	0xC076D2D1 (192.118.210.209)
10159	Password	2002149714 (0x77566152)

Important!

Do not change the version number contained in register 10131.

12.4.3 IP Address Taken out of the Switch Position

In all other switch positions, the IP-address is taken out of the configuration memory; the lowest-order byte (fourth octet) is substituted by the position of DIP switches 1 through 8.

To make up the IP address, the position of DIP switches 1 through 8 is read in once during the start-up procedure.
The actual settings of DIP switches 1 through 8 can be read from register 10180.

13 Safe Standstill (Option)

For the digital servo amplifier JetMove 208-480, an optional integrated card for the "Safe Standstill" and "Safe Restart Inhibit" can be ordered (designation of the article: JM-208-480...-S1).

13.1 Introduction

The option "Safe Standstill" serves for safe de-energizing the motor, if personal or material damage caused by a moving or inadvertently started motor is to be reliably prevented. The function "Safe Standstill" meets the stop category 0 to EN 60204. Additionally, this function prevents the motor from starting up inadvertently. As long as no signal is present at the "Enable" inputs any restart of the motion system is blocked.

For controlling these functions, there exist the terminals Enable1, COM, and Enable2. In order to make dual-channel switch-off possible, two independent enable inputs and ground reference are needed. The ground reference of the enable inputs (COM) is potentially isolated from the ground reference of the servo amplifier (see “Reference ground” on page 73). The ground reference of enable inputs can differ by up to +/- 100 V from the ground of the control system.

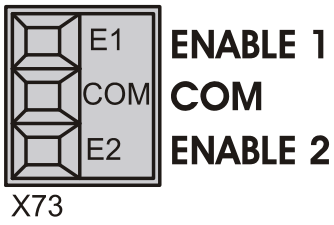


Fig. 22: Connection X73 for "Safe Standstill"

Notice!

Even if the device has been equipped with the option -S1, the function of the ENABLE input at the terminal array X10 is still active. This means that the motion system can only produce a certain torque, if this input has been connected to 24 V (against ⊥ reference ground).

13.2 Motion System JM-208-480-S1

The following figure is to demonstrate the basic setup of a motion system using a servo amplifier JM-208-480-S1 equipped with the "Safe Standstill" function.

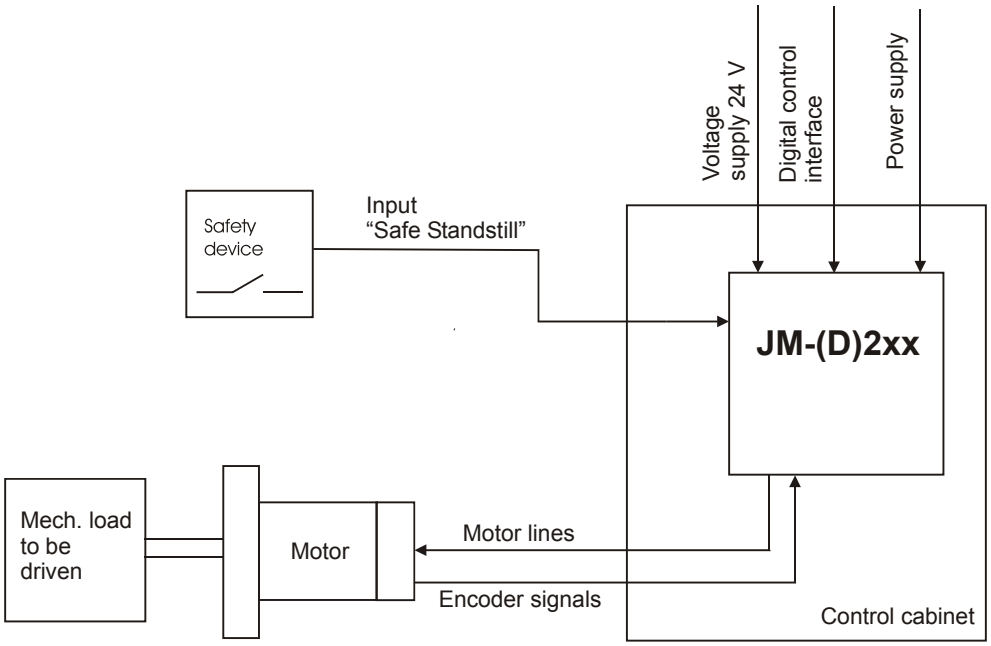


Fig. 23: Motion system using a servo amplifier JM-(D)2xx

The digital servo amplifier JM-208-480-S1 has been designed for being installed in a control cabinet. The power for driving the motor is supplied by a one-phase mains system. Further, a safe extra-low voltage (SELV) of 24 V supplies the control electrics. Via various inputs and outputs of a digital signal interface, communication with higher-level control elements is established; these control elements issue the motion commands for the motor, receive status reports and forward them, if necessary. Usually, the motor has been mounted at or within a machine outside the control cabinet. It is connected via a cable to the JetMove 208-480-S1. For reporting the position, it has got an actual position value encoder. The mechanic load to be driven has been mounted to the motor shaft.
A safety switching device acts on the electronics of the JetMove via the control inputs "ENABLE1" and "ENABLE2". When "Safe Standstill" has been activated, the motor is de-energized in a way that the torque is safely OFF. Yet, this does not mean that there is a safe electric isolation. If a safe electric isolation is necessary, an additional isolating device for interrupting the power supply (e.g. main circuit breaker) according to EN 60204 must be installed.

13.3 Safety Instructions

The "Safe Standstill" function has got the sole purpose to switch off a motion system or to secure it against restarting. In order to gain personal safety, the control of the safety circuit must meet the safety requirements to EN 60204, EN 92, and EN ISO 13849-1.

13.4 Performance Test

At the first commissioning, after each intervention into the safety chain of a system, or after exchanging one or more than one components, the "Safe Standstill" function must be checked:

1. Disable all motion systems.
2. Mechanically secure pendant loads.
3. Close the safety chain.
4. Enable an axis (ENABLE, ENABLE1, ENABLE2 and software enable). If the torque cannot be checked, drive the axis.
5. Interrupt the circuit of the Enable1 input at encoder terminal X73. The axis must be de-energized (no torque), respectively stop rotating, immediately.
6. Re-activate the Enable1 input at terminal X73.
7. Clear faults within the servo amplifier.
8. Re-enable the same axis. If the torque cannot be checked, drive the axis.
9. Interrupt the circuit of the Enable2 input at encoder terminal X73. The axis must be de-energized (no torque), respectively stop rotating, immediately.
10. Re-activate the Enable2 input at terminal X73.
11. Clear faults within the servo amplifier.

13.5 Demands on the Safety System

This paragraph is to describe the safety requirements that can be met by the system. They are based on standards EN ISO 13849-1 and IEC 61508.

The following safety functions can be applied:
- Safe Standstill according to EN 954-1, category 3, and IEC 61508 SIL2
- Safe Standstill according to EN 954-1, category 4, and IEC 61508 SIL3
- Safe Standstill according to PL "e" according to EN ISO 13849-1
- Restart inhibit according to EN 954-1, category 3, and IEC 61508 SIL2
- Restart inhibit according to EN 954-1, category 4, and IEC 61508 SIL3

"Safe Standstill" has to be realized according to Stop Category 0 or Stop Category 1 to EN 60204:
- Stop Category 0
  After calling up the safety function, the power supply of the motor is switched off totally and immediately.
  According to IEC 61800 Part 5.2, Stop Category 0 is also called STO (Safe Torque Off).
- Stop Category 1
  After calling up the safety function, the motor is deactivated in a controlled manner, while, after a set delay time, the power supply for the motor is switched off absolutely and immediately.
  According to IEC 1800 Part 5.2, SLA (Safety-Limited Acceleration) is not kept in case of switching off via time-relay.

JM-2xx-S1 - Performance Level Classification to EN ISO 13849-1

Performance level "e" is based on the following data:

Structure:	Cat 3
$MTTF_d$:	high (> 100 years)
DC:	medium (DC_{avg} = 0.96)
PFH_d:	0 (all failures will result in a safe condition)

CCF Portion

Within the framework of this classification, the CCF ("Common Cause Failure") referred to in the standard mainly applies to the related application. Here we proceed from the assumption that the measures taken by R&D and application departments will ensure that the required score is achieved.

Basically, the following measures make sure that servo amplifiers of the JetMove 2xx avoid Common Cause Failures:

- Electrical isolation (optocoupler) from power supply units
- Compliance with clearances and creepage distances (layout and wiring)
- Overrating of components and derating

13.5.1 Control Variants for "Safe Standstill"

- Controlling via safety relays
- OSSD control
  OSSD: Online Switched Silicon Device (switched semiconductor)
  Controlling the inputs "Safe Standstill" with test pulses for recognizing short circuits, shorts between contacts, or shunts of the control cable. The test pulses have a length of 1 ms and a repetition frequency of 100 Hz. At applying a control logic with OSSD signals, faults (e.g. short circuits or shorts between contacts) can be recognized by the logic circuit, and they will lead to switching off both signal ways.

The following signal waveforms are accepted by the OSSD signals without triggering a fault message:

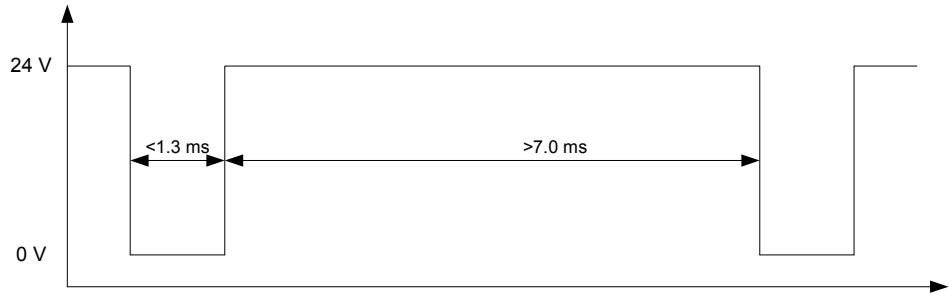


Fig. 24: Example: OSSD-signal waveform, single pulse

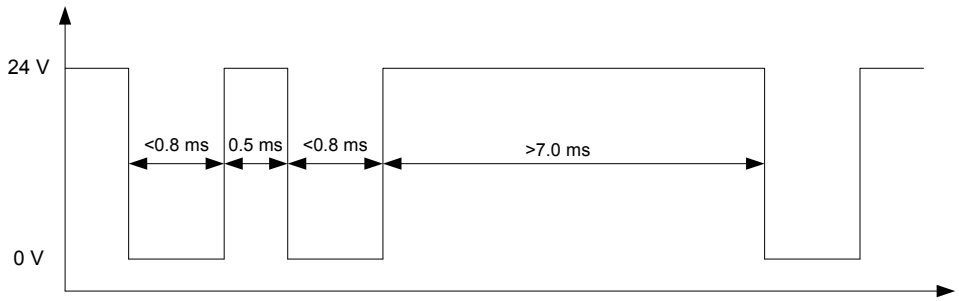


Fig. 25: Example: OSSD-signal waveform, dual pulse

The following figures show the basic illustrations of the respective applications.

13.5.2 Application 1

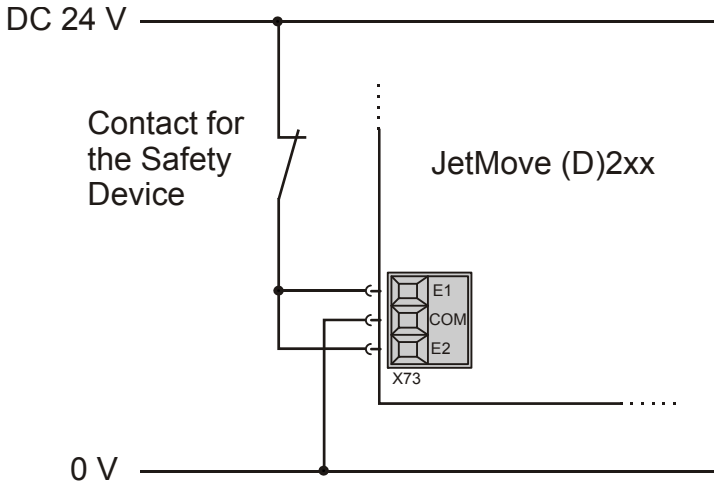


Fig. 26: Application 1

The safety device transmits a +24 V signal for activating the servo controller to the two parallel inputs Enable1 and Enable2. At calling up the safety function, the contact opens and thus blocks the enabling signal. The digital servo amplifier safely switches off the motor power supply. By opening the contact, the safety function can be tested. Deactivating the input leads to immediate switching off the motor (Stop Category 0). Give heed that the external safety devices (e.g. emergency stop device) are of the set safety category.
Following this example, "Safe Standstill" (according to EN 954-1 Category 1) with Stop Category 0 (according to EN 60204) can be set up, if all safety devices involved also meet the requirements of Category 1.

13.5.3 Application 2

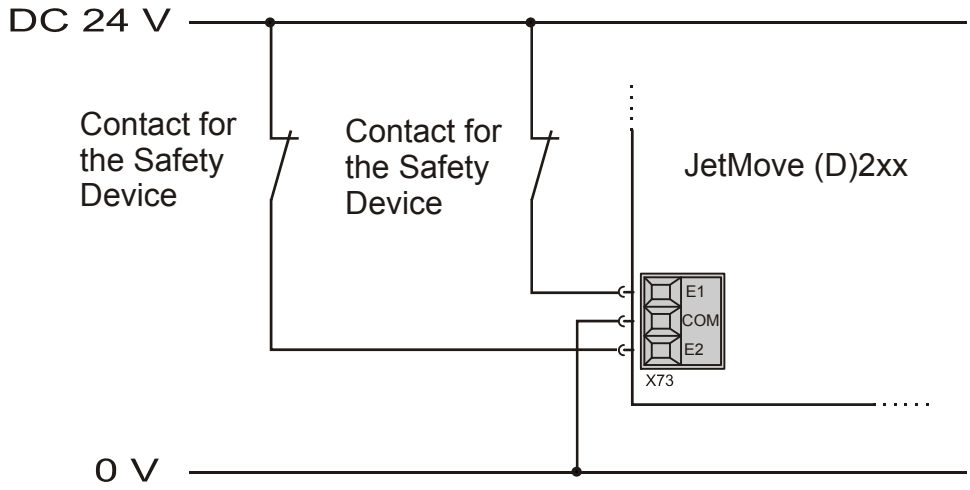


Fig. 27: Application 2

The safety device(s) transmit(s) a +24 V signal for activating the digital servo amplifier to the input Enable1 and Enable2 individually. At calling up the safety function, both contacts open and thus block the enabling signal. In case of an error, it is sufficient that at least one of those two contacts opens, in order to switch off the motor safely (dual-channel switch-off). Deactivating the inputs leads to immediate switching off the motor (Stop Category 0). By means of the wiring technology, a short, both between the contacts of the emergency stop device, and between the two lines, can be precluded.
As this application is not self-testing, proper function must be tested regularly. These tests are to prove freedom from faults of the entire system.
Following this example, "Safe Standstill" (according to EN 954-1 Category 2) with Stop Category 0 (according to EN 60204) can be set up, if all safety devices involved also meet the requirements of Category 2.

13.5.4 Application 3

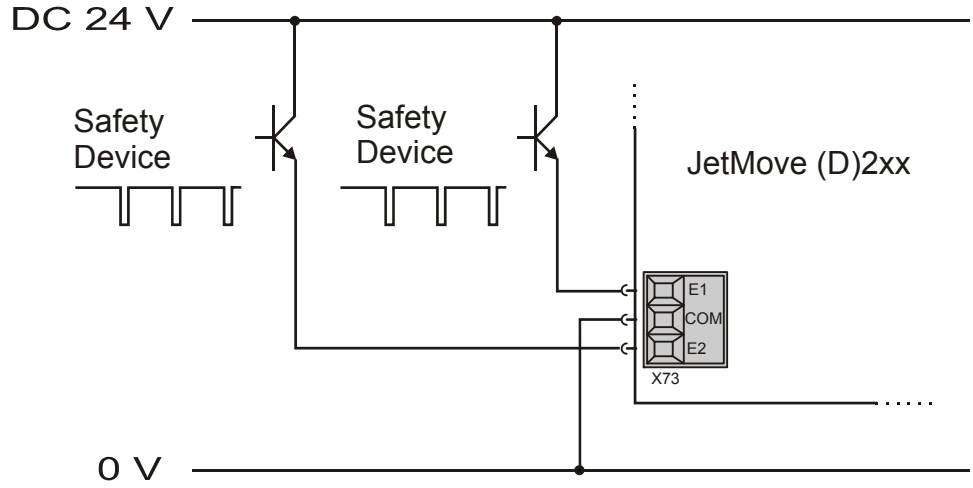


Fig. 28: Application 3

The safety device(s) transmit(s) a +24 V signal for activating the digital servo amplifier to the input Enable1 and Enable2 individually. There are alternating interruptions of 1 ms max. with each signal, which serve checking the signals for shorts between contacts, short circuits or interference voltages (OSSD-signals). This interruption of 1 ms max. does not lead to deactivating the servo amplifier, though. At calling up the safety function, the signals are omitted. This blocks the servo controller from being activated. In case of an error, it is sufficient that at least one of those two signals is omitted, in order to switch off the motor safely (dual-channel switch-off). Deactivating the inputs leads to immediate switching off the motor (Stop Category 0). Possible errors (such as short circuits, shorts between contacts, or a quadrature-axis component of voltage) can be recognized and safely controlled.

Following this example, "Safe Standstill" (according to EN 954-1 Category 3) with Stop Category 0 (according to EN 60204) can be set up, if all safety devices involved also meet the requirements of Category 3.

If the application allows for regular tests of the switch-off function, even the requirements of category 4 to EN 954-1 can be met by means of connections to fig. 28, if all safety measures taken also meet the requirements of category 4. The time intervals in between the test runs depend on the quality of the external controlling devices, yet they should exceed 24 hours.

13.5.5 Application 4

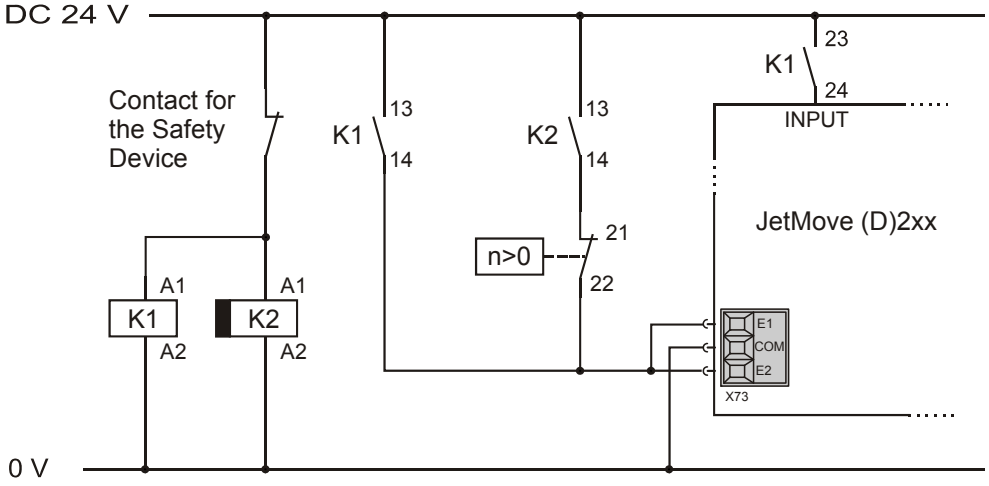


Fig. 29: Application 4

The safety device activates relay K1, which activates the digital servo amplifier via NOC 13-14 and the controller input "INPUT" via another NOC 23-24. The input has to be configured either by the controller program or via the motion setup in a way that at 0 V, the emergency stop function of the servo amplifier is activated.
Simultaneously with relay 1, a dropout-delayed safety relay K2 is activated. Its NOC is series-connected to a contact monitoring the motor speed. The contact of the speed monitoring is closed, while the motor is running; it opens at zero speed. When the Safety function is called up, relays K1 and K2 are deactivated. By opening, the NOC 23-24 of K1 triggers a controlled braking process. The servo amplifier still remains active, until relay K2 also drops out due to the drop-out delay, or until the motor has come to a standstill due to the braking process that has been triggered. Deactivating the Enable1- and Enable2- inputs leads to switching off the motor immediately after a pre-defined delay time, respectively, after the motor has come to a standstill (Stop Category 1). In case switching off or braking fails, the time relay K2 limits the maximum runtime, in order to always grant safe switching off the power supply when the set time value has been reached. The option of stopping via the emergency stop function as shown in the example circuit "Application 4" need not necessarily be provided. The motion system can also be ramped down by a control instruction or by a mechanical brake.
Please make sure that the timing element (time relay) grants safe switching off.
Following this example, "Safe Standstill" (according to EN 954-1 Category 1) with Stop Category 1 (according to EN 60204) can be set up, if all safety devices involved also meet the requirements of Category 1.
Yet, the Safety Limited Acceleration (SLA) standard is not met.

13.6 Block Diagram of the JM-208-480 with the "Safe Standstill" Function

In the following figure, the most important components of the digital servo amplifier JetMove 208-480 with the option -S1 ("Safe Standstill") are illustrated:

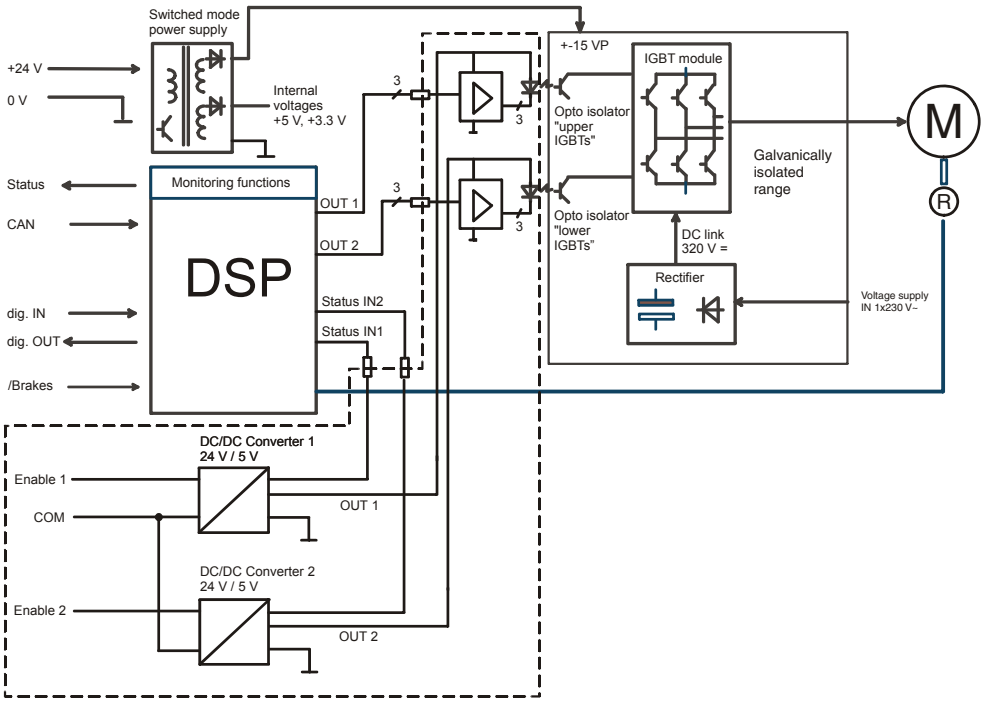


Fig. 30: Block diagram JetMove 208-480 with the "Safe Standstill" function

Description:
The electrical arrangement of the servo controller JetMove 208-480 can be roughly categorised in three parts: The area up left contains a DSP as a central component. It processes data traffic with the higher-level controller, acquires input signals and possibly sets digital outputs. Out of the information total, it creates the pulse pattern for controlling the motor. Signals are transmitted into the power circuit via opto isolator.
On top of this, there is a switched mode power supply unit for the control electrics. On the right hand side, there is the output range, which, by means of semiconductor switches (IGBTs), adapts the created pulse pattern to the motor that is to be driven. Bottom left, the "Safe Standstill" function has been illustrated. It consists of two mainly identical, yet independent signal paths 1 and 2. Each path consists of a DC/DC converter, which creates an output voltage of 5 Volt out of the connected input voltage. Further, each converter is equipped with a status output, the data of which are transmitted to the DSP. Out of this, the DSP recognizes immediately, whether the corresponding input is active or deactivated, and it activates, respectively deactivates the pulse outputs. The output voltage OUT1 leads to a driver-level, at which it takes up the pulse patterns for the "upper" IGBTs and transmits them to the opto isolators. The same way, the opto isolators themselves have been supplied with this voltage. By analogy with opto isolators, the output voltage OUT2 supplies the drivers of various levels and the opto isolators of the "lower" IGBTs.

This means that for driving the motor, both inputs Enable1 and Enable2 have to be controlled. At calling up "Safe Standstill", the inputs have to be de-energized. This way, supplying the driver-levels and opto isolators will not be necessary any more; the same way, the DSP will recognize this at the status outputs. This causes the motor to come to "Safe Standstill".
In a fault condition, it is sufficient to only deactivate only one path, as a phase sequence is not generated any more, if only the "upper" or only the "lower" IGBTs have been switched off.
For decoupling the control signals of the DSP, especially for excluding a faulty supply of the driver levels / opto isolator by the control signals of the DSP, all signals have been equipped with resistors of apt design and values at their interface.
The broken line marks the border between the safety-relevant components.

Notice!

In spite of these safety precautions, the motor can jerk due to defective IGBTs. The possible rotation angle depends on the pole pair number of the motion system in use.

Pole Pair Number of the Motor	Possible Rotation Angle
1	180°
2	90°
3	60°
5	36°

Fig. 31: Possible rotation angle in case of defective IGBTs

In the risk analysis, this behavior has to be taken into consideration. If this can lead to a hazard, the function is not apt for use in this case.

Yet, the possibility that this occurs is very low. If the unit for the failure rate of an IGBT is 100 fit (10E-7 per hour), the possibility of two IGBTs failing at the same time is 10E-14 per hour (several million years). Out of these, only 6 out of 15 cases lead to jerking. This means that practically, there is no possibility of this to happen. Moreover, the IGBTs are continually being checked at each commutation.

14 Counting Input (Option)

14.1 Description

For the JetMove 208-480, an optional integrated counter card can be ordered (article designation of the device: JM-208-480...-CNT). It supplies a counting input equipped with the following interface:

- EnDat 2.2 by Heidenhain
- Synchronous Serial Interface (SSI)
- Incremental counter

The received or counted value of an actual position can be read via a JetMove register by the controller program or processed by the firmware of the JetMove in the controllers.

14.2 EnDat 2.2

14.2.1 Technical Data

Technical Data of the Input EnDat 2.2	
Encoder types	Single-, multiturn, or linear absolute encoders
Scanning	62.5 µs
Baud rate	8 MHz
Maximum cable length	100 m
Type of signal	5 V differential signal
Input impedance	22 kΩ
Bus termination	120 Ω integrated resistance
Electrical isolation	None

14.2.2 Description of Connections

Specification of Mating Connector for X72

- 9-pin male SUB-D connector
- Metallized enclosure

EnDat Cable Specification

- Cable size: 2 * 2 * 0.14 mm² + 2 * 0.25 mm² (AWG 26(4) + AWG 23(2))
  2 * 0.25 mm² has to be used for power supply and GND.
- The cables have to be twisted in pairs and included in an overall shielding:
- The following signal lines have to be twisted in pairs:
  DATA - and DATA +
  Clock - and Clock +
  0 V and voltage supply
- The shield has to be connected to the connector housings on both ends of the cable with the greatest possible surface area.
- Material: Copper
- Temperature class: 60 °C
- Maximum cable length: 100 m

14.2.3 EnDat Cable with Mating Connector

Notice!

The resolver, HIPERFACE®, respectively EnDat mating connector of the Jetter motor types JL, JK, and JH can be ordered from Jetter AG by supplying the following particulars:

Item no. 15100069 Resolver / HIPERFACE®

The complete HIPERFACE® / EnDat cable between the servo amplifier series JetMove 2xx and the Jetter motor types JL, JK, and JH can be ordered from Jetter AG by supplying the cable specifications and the respective cable length in cm:

KAY_0723-xxxx for the servo amplifier series JetMove 2xx

HIPERFACE® mating connector (solder side)

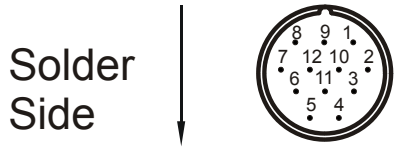
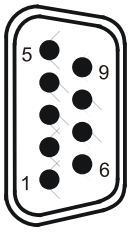
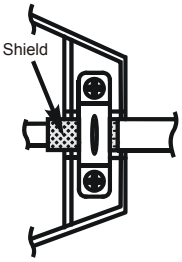
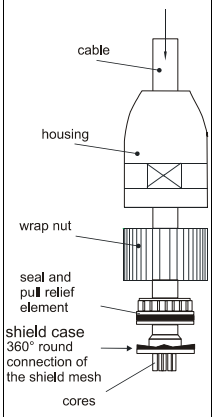
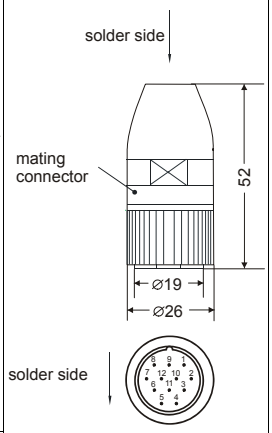


Fig. 32: RC series mating connector of the EnDat (internal thread M23)

HIPERFACE-, EnDat Cable of KAY_0723_xxxx

JetMove 2xx (SUB-D connector X72)	Shielding		Motor (EnDat) (female, solder side)
 Attaching screws must have a metric thread!	 5*2*0.25 mm^2		
	Connect shield with the greatest possible surface area! Use metallized enclosure only!		

Pin	Signal	Core Color	Pin
-	unassigned	-	1
-	unassigned	-	2
7	DATA - (RS-485)	white	3
2	DATA + (RS-485)	brown	4
8	unassigned	green	5
3	unassigned	yellow	6
6	Clock - (RS-485)	gray	7
1	Clock + (RS-485)	pink	8
4	0 V	blue	9 *)
5	5 V power supply 200 mA max.	red	10
9	unassigned	black	11
	unassigned	-	12 *)

*) Pin 9 and pin 12 are short-circuited (thermal sensor HIPERFACE®)
The measurements of the EnDat mating connector are specified in millimeters.

14.2.4 Voltage Supply of the Encoder

The optional counter card supplies a voltage of 5 V +/- 5 %.
The EnDat encoders by Heidenhain have been specified to 3.6 through 5.25 V of 0.2 A max. This results in a maximum voltage drop of Δ U = 1.15 V on the EnDat cable. The voltage drop can generally be calculated as follows:

$$\Delta U = \frac{2 \cdot I_n \cdot l}{\gamma \cdot A}$$

This results in the maximum cable length or in a minimum cable cross section:

$$l = \frac{\Delta U \cdot \gamma \cdot A}{2 \cdot I_n} = 161 \cdot \frac{m}{mm^2} \cdot A$$

$$A = \frac{2 \cdot I_n}{\Delta U \cdot \gamma} = \frac{mm^2}{161 \cdot m} \cdot l$$

When	ΔU :	Voltage drop in V
	I_n :	Current consumption by the measuring device in A
	A :	Cross section of the supply cable in mm^2
	l :	Cable length
	γ :	Electric conductivity (for copper: $56 \frac{m}{\Omega mm^2}$)

Example:
At a cable cross section of 0.34 mm^2, there results a maximum cable length of $l = 54.74\ m$ or - at a cable length of 80 m - the following cross section is needed: $A = 0.5\ mm^2$.
By a double wiring arrangement, the cable length can be doubled.

14.3 Synchronous Serial Interface (SSI)

14.3.1 Technical Data

Technical Data of the SSI Input	
Encoder types	Multiturn absolute encoder
Scanning	up to 2 ms
Transmission frequency	100 kHz ... 1 MHz
Maximum cable length	50 ... 100 m
Type of signal	5 V differential signal
Input impedance	22 kΩ
Bus termination	120 Ω integrated resistance
Electrical isolation	None

14.3.2 Description of Connections

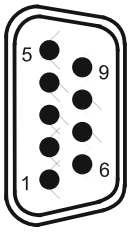
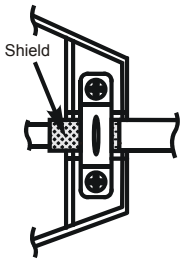
Specification of Mating Connector for X72

- 9-pin male SUB-D connector
- Metallized enclosure

Specification of SSI Cable

- Cable size: 2 * 2 * 0.14 mm² + 2 * 0.25 mm² (AWG 26(4) + AWG 23(2))
  2 * 0.25 mm² has to be used for power supply and GND.
- The cables have to be twisted in pairs and included in an overall shielding.
- The following signal lines have to be twisted in pairs:
  Clock - and Clock +
  DATA - and DATA +
  0 V and voltage supply
- The shield has to be connected to the connector housings on both ends of the cable with the greatest possible surface area.
- Material: Copper
- Temperature class: 60 °C
- Maximum cable length: 100 m
  Dependent on the encoder type, the transmission frequency has to be reduced due to the signal runtimes in long cables.

14.3.3 SSI Cable

SSI Cable		
JetMove 2xx (SUB-D connector X72)	**Shielding**	**Specification of the Cable**
		Encoder signal: 5 V differential signal Maximum cable length: 100 m
Attaching screws must have a metric thread!	Connect shield with the greatest possible surface area! Use metallized enclosure only!	
Pin	**Signal**	
1	Clock+	
2	DATA+	
3	do not use	
4	0 V	
5	Voltage supply 5 V, 200 mA max.	
6	Clock-	
7	DATA -	
8	do not use	
9	do not use	

14.4 Incremental Encoder

14.4.1 Technical Data

Technical Data of the Incremental Encoder Input	
Encoder types	Rotatory or linear encoders
Scanning	62.5 µs
Maximum counting frequency	20 MHz
Maximum cable length	100 m
Type of signal	5 V differential signal
Input impedance	22 KΩ
Bus termination	120 Ω integrated resistance
Electrical isolation	None

14.4.2 Description of Connections

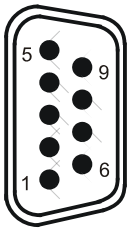
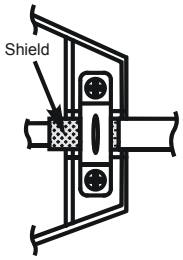
Specification of Mating Connector for X72

- 9-pin male SUB-D connector
- Metallized enclosure

Specification of Incremental Encoder Cable

- Cable size: 3 * 2 * 0.14 mm² + 2 * 0.25 mm² (AWG 26(6) + AWG 23(2))
  2 * 0.25 mm² has to be used for power supply and GND.
- The cables have to be twisted in pairs and included in an overall shielding.
- The following signal lines have to be twisted in pairs:
  K0 - and K0 +
  K1 - and K1 +
  K2 - and K2 +
  0 V and voltage supply
- The shield has to be connected to the connector housings on both ends of the cable with the greatest possible surface area.
- Material: Copper
- Temperature class: 60 °C
- Maximum cable length: 100 m

14.4.3 Incremental Encoder Cable

Incremental Encoder Cable		
JetMove 208-480 (SUB-D connector X72)	**Shielding**	**Specification of the Cable**
		Encoder signal: 5 V differential signal Maximum cable length: 100 m
Attaching screws must have a metric thread!	Connect shield with the greatest possible surface area! Use metallized enclosure only!	
Pin	**Signal**	
1	K0 +	
2	K1 +	
3	K2 +	
4	0 V	
5	Voltage supply 5 V, 200 mA max.	
6	K0 -	
7	K1 -	
8	K2 -	
9	do not use	

15 Ordering Information

15.1 List of Documentation

The documents listed below have been supplied on the website of Jetter AG at http://www.jetter.de/Service Center for download.

Programming

jetmove_2xx_at_the_jetcontrol_bi_xxxx_user_information.pdf
User information on configuration and operation of the JetMove 2xx series at the JetControl 24x
Item no. 60874950

jetmove_2xx_at_the_nano_bi_xxxx_user_information.pdf
User information on configuration and operation of the JetMove 2xx series at the NANO B/C/D
Item no. 60866113

15.2 Options

Designation	Ethernet Interface (Page 91)	Analog Input (Option) (Page 89)	Counting Input (Page 107)	Safe Standstill (Page 97)
JM-208-480				
JM-208-480-OEM	✓			
JM-208-480-IA1		✓		
JM-208-480-CNT			✓	
JM-208-480-S1				✓
JM-208-480-OEM-IA1	✓	✓		
JM-208-480-OEM-CNT	✓		✓	
JM-208-480-OEM-S1	✓			✓
JM-208-480-IA1-S1		✓		✓
JM-208-480-CNT-S1			✓	✓
JM-208-480-OEM-IA1-S1	✓	✓		✓
JM-208-480-OEM-CNT-S1	✓		✓	✓

Appendices

Appendix A: Recent Revisions

Chapter	Comment	Revised	Added	Deleted
	Style and orthography have been corrected	✓		
Chapter 1.1.2	JetMove is no safety-related part		✓	
Chapter 1.1.3	Qualified personnel	✓		
Chapter 2.1	Mounting accessories	✓		✓
Chapter 5.1	Filter specifications	✓		
Chapter 7.2.1	Motor connection - General remarks	✓		
Chapter 7.2.2	Note on the free-wheeling diode	✓		
Chapter 7.4.2	Specification of HIPERFACE® cable	✓		
Chapter 7.6	Sin-cos encoder		✓	
Chapter 7.7	Note on the free-wheeling diode	✓		
Chapter 10	Notes on the free-wheeling diode	✓		
Chapter 13.3 and 13.5	EN ISO 13849-1		✓	
Chapter 14.2.3	Specification of EnDat cable	✓		
Chapter 15.1	List of documentation	✓		
Appendix E	Glossary	✓		
	Addresses	✓		

Appendix B: Glossary

Analog	A parameter, e.g. voltage, which can be adjusted steplessly. Contrasted with digital.
Autotransformer	Transformer without electrical isolation between primary and secondary circuit.
Ballast resistor	Resistor converting into heat the energy fed back to the drive during rheostatic braking or braking operation.
Circuit-breaker	A circuit-breaker without monitoring function. Also known as automatic circuit-breaker.
DC link voltage	DC circuit within a servo drive on the basis of which the motor currents are generated.
Digital	Presentation of a parameter, e.g. time, in the form of characters or figures. This parameter in digital representation can be changed in given steps only. Contrasted with analog.
Electromagnetic Compatibility (EMC)	Definition according to the EMC regulations: "EMC is the ability of a device to function in a satisfactory way in an electro-magnetic environment without causing electromagnetic disturbances itself, which would be unbearable for other devices in this environment."
Encoder	A feedback element that converts linear or rotary position (absolute or incremental) into a digital signal.
HIPERFACE®	HIPERFACE® is the name of a feedback system developed by Max Stegmann GmbH. The SinCos motor feedback system with standardised HIPERFACE® is often used in digital drive technology. In contrast with the resolver, the SinCos motor feedback system with HIPERFACE® contains electronic components.
Interference	(lat. interferre - to carry in) Superposition of waves.
JetMove 208-480	JetMove 2xx identifies a product series of digital servo amplifiers by Jetter AG. The extension represents the following features: – 208 identifies a rated current of 8 A; – 480 identifies an operating voltage of max 480 V;
earth-leakage current breaker	A protection device that is monitoring whether the sum of all currents flowing into a circuit and out of it is zero. If the limit is exceeded, the circuit will be de-energized.
Line filter	A filter installed in the mains to suppress radio-frequency interferences in the supply voltage.
Motor circuit-breaker	A circuit-breaker with monitoring functions of phases and temperature of a motor.
Primary circuit	Incoming circuit of a transformer.
Process	A program or a part of it. A related sequence of steps carried out by a program.

Register	A high-speed memory for a group of bits placed in a microprocessor or in another electronic device where data can be buffered for a specific purpose. On Jetter controllers, usually, these are 32 bit wide storage positions in a remanent RAM.
Resolver	Expansion to an electric motor to specify the position of the rotor. The resolver is a measuring system continually specifying the angle angular position of the rotor. The resolver itself does not contain any electronic components.
Secondary circuit	Output circuit of a transformer
Sensor	Electronic detector, pick-up

Appendix C: List of Abbreviations

AC	**A**lternating **C**urrent
cf.	cf. = see
DC V	**D**irect **C**urrent **V**oltage
e.g.	e.g. (lat.: exempli gratia) - for example
EMC	**E**lectro**M**agnetic **C**ompatibility
ELCB	**E**arth-**l**eakage **c**urrent **b**reaker
GND (Ground)	**G**rou**nd**
HIPERFACE®	**Hi**gh **Per**formance Inter**face**
Hz	Hertz
IEC	**I**nternational **E**lectrotechnical **C**ommission
IP	**I**nternational **P**rotection
JX2-SBK1	**J**etter E**x**tended Module **2** - **S**ystem bus**c**able **1.** The **2** stands for PROCESS-PLC and JetControl 200
LED	**L**ight **E**mitting **D**iode
n	Speed
PE	**P**rotective **E**arth
PELV	**P**rotective **E**xtra **L**ow **V**oltage
PFC	**P**ower **F**actor **C**ontrol
P_V	Power loss
PWM	**P**ulse **W**idth **M**odulation
RS 485	**RS**: **R**ecommended **S**tandard - an accepted industry standard for serial communications connections. RS 485 is used for transmission distances over 15 m, two lines for differential mode evaluation; transmitting and sending on the same line.
SELV	**S**afe **E**xtra **L**ow **V**oltage: Voltage up to 60 V, galvanically separated from the network.
SUB-D	Type name of a plug-in connector
Temp	**Temp**erature
U	Symbol for voltage (electric potential difference)

Appendix D: List of Illustrations

Fig. 1: Double earthing 15
Fig. 2: Shielding of SUB-D connectors in conformity with the EMC standards 20
Fig. 3: EMC-compatible connection of motor cables 21
Fig. 4: Rear and front view of the JetMove 208-480 enclosure with mounting holes 25
Fig. 5: Physical dimensions of the JetMove 208-480 (in mm) 35
Fig. 6: Maximum heat sink temperature depending on the motor current 40
Fig. 7: Block diagram of drive controller structure 45
Fig. 8: Connection of the power supply 47
Fig. 9: Connection of motor lines 49
Fig. 10: View on the SC series mating connector of the motor (internal thread M23) 50
Fig. 11: SM series mating connector of the motor (internal thread M40) 53
Fig. 12: RC series mating connector of the resolver (internal thread M23) 57
Fig. 13: RC series HIPERFACE® mating connector (internal thread M23) 60
Fig. 14: Sin-cos encoder connection with adapter 63
Fig. 15: Wiring of X63 for connecting the internal ballast resistor 67
Fig. 16: Wiring of X63 for connecting the internal and external ballast resistor 67
Fig. 17: Wiring of X63 for the external ballast resistor only 68
Fig. 18: Wiring of X63 for coupling DC link circuits of up to three JetMove 208-480 70
Fig. 19: Connection details for digital outputs 74
Fig. 20: Connection diagram of JetMove 208-480-RE 85
Fig. 21: Connection diagram of JetMove 208-480-HI 86
Fig. 22: Connection X73 for "Safe Standstill" 97
Fig. 23: Motion system using a servo amplifier JM-(D)2xx 98
Fig. 24: Example: OSSD-signal waveform, single pulse 101
Fig. 25: Example: OSSD-signal waveform, dual pulse 101
Fig. 26: Application 1 102
Fig. 27: Application 2 102
Fig. 28: Application 3 103
Fig. 29: Application 4 104
Fig. 30: Block diagram JetMove 208-480 with the "Safe Standstill" function 105
Fig. 31: Possible rotation angle in case of defective IGBTs 106
Fig. 32: RC series mating connector of the EnDat (internal thread M23) 108

Appendix E: Index

A

Accessories 23
  Installation accessories 23
Air humidity 29
Alarms 83
Ambient temperature 29
Analog input (option) 89, 107

B

Blocking of the motor 48

C

Cable assy no. 57
Class of protection 30
Commissioning
  Safety instructions 28
Compatible servo motors 41
Configuration memory 94
Connection diagrams 47, 85
Connection of the motor power supply 47
Convection 24
Corrosion 29
Counting input (option) 107

D

Damages in transit and storage 31
Degree of protection 30
Description of symbols 5
Diagnostics 79
Dielectric test voltage 30
DIP switches 94
Disposal 13
Drive controller specification 46

E

Earthing procedure 14
Electrical specifications 37
EMC 19, 31, 32
  Immunity to interference 19
  Installation 19
  Installation to EMC 26
EnDat cable 108
  Cable assy no. 723 108
Ethernet interface (option) 91

F

Fault messages 79

H

HIPERFACE cable
  Cable assy no. 0723 109
  JetMove 2xx
    Cable assy no. 723 61

I

Incremental encoder 113
Information signs 14
Installation
  Checking the installation 27
  Electrical installation 26
  Mechanical installation 24
Installation to EMC 26

L

LEDs
  LEDs at the JetMove 208-480 77
  LEDs of the Ethernet interface 93
Line filter 38

M

Malfunctions 13, 48
Mechanic force 17
Modifications 12
Motor power cable
  JetMove 2xx
    Cable assy no. 201 54
    Cable assy no. 202 55
    Cable assy no. 24.1 52
    Cable assy no. 26.1 51
Motor protection 41
  Motor winding isolation 26
Mounting position 24, 30

N

Non-intended use 11

O

Operating altitude 29
Operating conditions 29
Ordering 115
Ordering information 115
Oscillating of the motor 48
Overvoltage category 30

P

Password
Configuration memory 96
Physical dimensions 35
Pollution degree 29
PWM frequency 46

Q

Qualified personnel 12

R

Reference variables 72, 74
Repairs 12
Residual dangers
Electric shock 18, 27, 28, 40
High operating voltage 16
Hot surfaces 16
Mechanic force 17
Potentially explosive atmosphere 17
Resolver cable
JetMove 2xx
Cable assy no. 23 58

S

Safe Standstill (option) 97
Scope of delivery 23
Servicing 12
Setting the IP address 94
Seven-segment display 77
Mode 0: Normal operation 77
Mode 1 - Commissioning 78
Sin-cos encoder (connection) 62
Sine-cosine sensor 46
SSI cable 111
System bus cable
Cable assy no. 530 76
Specifications 75

T

Technical data 37
Terminal box 56

U

Usage to the intended purpose 11

V

Vibration resistance 30

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